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Recreation Master Plan for the Angeles High Country

Angeles National Forest

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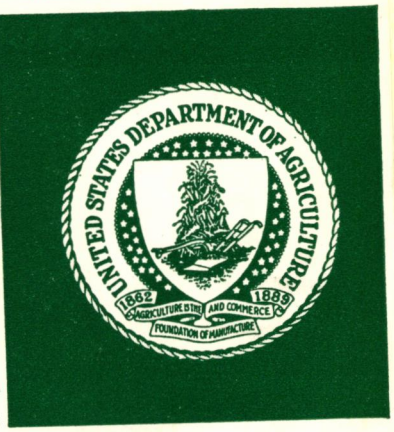

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May 1980
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Message from the Forest Supervisor

This is the final recreation plan for the Angeles High Country. It establishes direction for managing Forest lands known as the High Country of the Angeles National Forest.

In developing this plan we utilized the conceptual recommendations of EDAW, Inc., a consultant firm. The consultants recommended we plan for conservation of the area's natural resources, education and information about the area, and a variety of recreational experiences in the outdoors for the visitor.

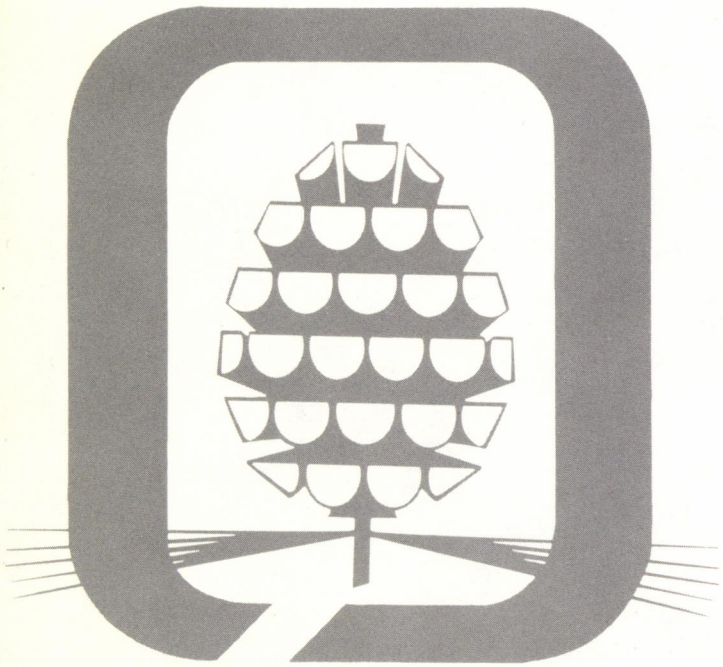
We have utilized many opinions from interested citizens, forest users groups, public agency representatives, and elected officials. These opinions have been many and diverse. We have received continuous enthusiastic support for the concepts developed by EDAW. We have had many people working with us on the detailed planning efforts which have gone into the development of this plan. I share the enthusiasm of those who have been part of the whole process.

As the consultants' report to me point out, the Angeles National Forest is a "Forest for people." There is no other National Forest so closely situated to some 10,000,000 people. The High Country of the Angeles National Forest offers many unique natural features and opportunities for close-to-home outdoor recreation. It offers an easy "escape" from the social, economic, and physical pressures of the Los Angeles metropolitan area to an enjoyable outdoor experience.

I now look forward to the implementation phase of this plan which will be sensitive to the natural resources and the people who will enjoy them.

William T. Dresser

William T. Dresser
Forest Supervisor



Photography by:
Roy Murphy - iv, 2, 9, 12, 20, 26, 52, 58
Forest Service - all other photos

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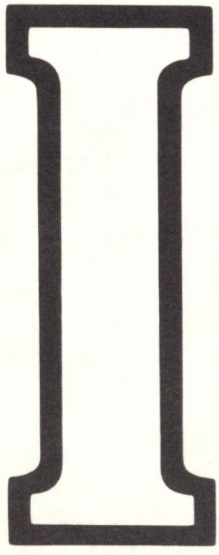
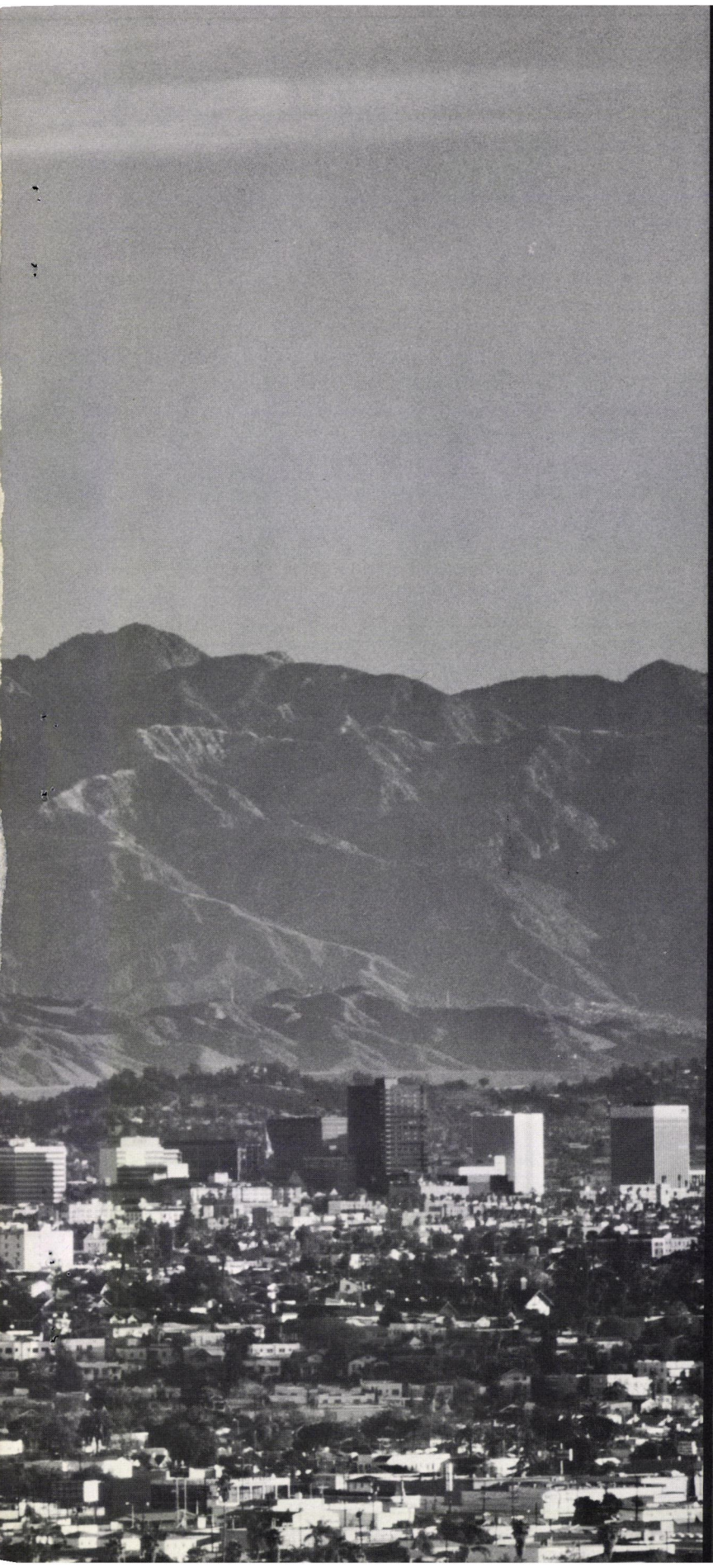


An Overview



1

Introduction

Purpose

Among its many activities, the Forest Service undertakes planning as a means to shape the pattern of land use to insure that the best interests of the public are met over the long-run. The Recreation Master Plan for the Angeles High Country will increase the Forest land manager's ability to make consistent, credible decisions for the use and protection of the various natural resources.

In addition, it will provide the medium for bringing together financial realities, public and other agency involvement, and democratic considerations reflecting the social and cultural needs of High Country visitors.

Goals

In support of overall Forest Mission Statements, the following planning goals lay the essential groundwork for action to be taken by the Forest Supervisor and his staff in the management and development of the High Country:

* Provide a wide range of "close to home" recreational opportunities and facilities in the High Country without environmental degradation.
* Provide information and educational opportunities to both potential and existing High Country visitors to increase knowledge, understanding and enjoyment of the forest resources.
* Provide a means by which special population groups (such as the inner city residents, the elderly, the handicapped and other visitors generally less familiar with the forest environment) can further develop an appreciation of the opportunities available in the National Forest.
* Encourage circulation systems and modes of transportation to and within the High Country which provide appropriate links between the Forest users and the High Country resources.

Description

An estimated 70% of the American population lives in urban areas and 45 million Americans live in households without cars. In addition, there are significant numbers of needy people trapped in the inner-city constraints of brick and asphalt which offer a depressing lack of recreational opportunities. These facts provide powerful incentives to develop and expand recreational opportunities and facilities in areas which are more accessible to urban users.

The Forest Service has long recognized the unique relationship that exists between the Angeles National Forest and the major urban metropolitan area of Los Angeles. The Forest's 700,000 acres constitute more than three-quarters of all open space within Los Angeles County and are within 1 1/2 hours driving time of more than seven million people.

The San Gabriel Mountains are the major land form of the Forest and provide a source of visual relief and beauty for the residents of the Los Angeles metropolis. Except for the Mt. Baldy area and that portion of the San Bernardino National Forest administered by the Angeles, that area above 5000 feet is known as the Angeles High Country. It has spectacular scenery and contains opportunities for a full range of mountain-type recreation. Its major peaks range in elevation from 8200 feet to 9400 feet and their slopes provide panoramic views of coastal Southern California, the Mojave Desert, the Sierra Nevada, and the cities and towns of greater Los Angeles. Diverse mixed-conifer forests form park-like areas very different from the environment at lower elevations.

Although the Angeles National Forest has national rather than local importance, it is vital to the urban residents of the Los Angeles area. Generally, these people, especially in the inner-cities, are surrounded by noise, air pollution and a primarily artificial environment. Their environment is one of steel and concrete; a world of restriction and congestion. In this busy environment people lose their sense of "place". It becomes necessary for people to have what Alvin Toffler defined as "stability zones," areas where people can go and relax in surroundings that are unchanging, areas remembered as quiet, friendly and revitalizing for the body and spirit. The High Country is available to satisfy some of the open space needs of greater Los Angeles residents. In effect, it provides an area of "stability" free from the threat of urbanization and its problems.

History

The Angeles National Forest has its origins in the most distinctive aspect of the development and economy of Southern California—the need for a reliable water supply. On December 20, 1892, President Benjamin Harrison recognized the importance of the San Gabriel watersheds to the Los Angeles area by signing the proclamation that created the "San Gabriel Timberland Reserve" for the specific purpose of watershed protection. The San Gabriel Timberland Reserve eventually became the Angeles National Forest. Although much of the water used in the Los Angeles area is now imported, the watersheds of the Angeles are still among the most valuable in the world.

Over the years as population, affluence and mobility grew, public use of outdoor recreation areas increased. Today the Angeles National Forest is managed primarily for its watershed and recreational values.

Because all creatures seek habitats most congenial to them, early trails and campgrounds on the Angeles developed through a process of evolution rather than through any type of formal plan. An animal trail, for example, could lead to a cool, shaded spring. Here primitive man could escape the searing heat of the valleys and have a campsite from which hunting parties could set forth to collect food for the tribe. Later, Spanish Californians and early American settlers would use the same trail and same campsite for somewhat similar reasons. Use over succeeding generations made it necessary for the local Rangers in charge of the site to put in signs, picnic tables and stoves, plus restroom and water facilities to protect the old trails and campsites and to maintain sanitary conditions.

As the variety and tempo of land use increased, the Forest Service recognized the need for broad land use plans which could provide management direction for coordinated operation and development activities on each Ranger District. In response to this, Ranger District Multiple Use Plans were developed which today provide a significant portion of direction for the development and use of our National Forests.

Although Ranger District Multiple Use Plans are good managment documents, they are being replaced by a more comprehensive land management process designed to implement the National Forest Resources Planning Act (RPA) of 1974 and the National Forest Management Act of 1976.

The Recreation Master Plan for the Angeles High Country fits into the National land management planning hierarchy as follows:

NATIONAL LEVEL PLANNING

National level planning provides the major policy and program direction for all Forest Service activities in response to congressional and executive direction.

REGIONAL LEVEL PLANNING

Regional planning provides broad management policy in support of National program direction and determines the role of National Forest lands within a specific geographical area such as California.

FOREST and RESOURCE MANAGEMENT PLANNING

Provides the goals and land management strategy in support of Regional goals to be followed on one National Forest, such as the Angeles National Forest.

RECREATION MASTER PLAN for the ANGELES HIGH COUNTRY

This plan is that portion of the Forest management strategy that allocates land for specific uses.

Each level of the hierarchy supports the next level and forms a coordinated system of resource assessment and land management planning on a national scale. Public participation is an integral part of the entire system and emphasizes the democratic process.

Demand

In order to determine the adequacy of existing recreation facilities and to project the construction needs for the future, some idea of recreation demand is necessary. Short-range recreation planning is usually quite simple because the demand is clearly indicated by overuse of an existing campground, inadequate parking facilities, citizen complaints, etc. For the most part, however, such information is an expression of current demand only. In long-range future planning it is necessary to project demand in various recreational activities at some specified time in the future such as 10 or 20 years.

Calculating the potential demand for the High Country was based on an analysis of per capita participation rates for various High Country activities.

The analysis resulted in potential demand estimates for each activity. These estimates were adjusted by present use trends in the Forest, then converted to estimated peak demand facility requirements. Decisions were then made as to which facilities could be realistically provided in terms of economic, physical and environmental constraints.

Potential users included the elderly, handicapped and disadvantaged minorities. These groups historically under-utilize the High Country. Special consideration was given to increasing their use through innovations in transportation, facility design, information and education.

Realizing that demand will eventually exceed the capacity of the High Country, the prevention of overuse will be accomplished through proper site design, development and management.

Because demand projections are speculative, the plan and demand data shall be periodically updated and new facilities will be firmly programmed as current demand clearly indicates the needs. This will permit recreation development to proceed along a path parallelling demand.

Demand Trends

General trends affecting potential demand in the High Country are as follows:

Energy

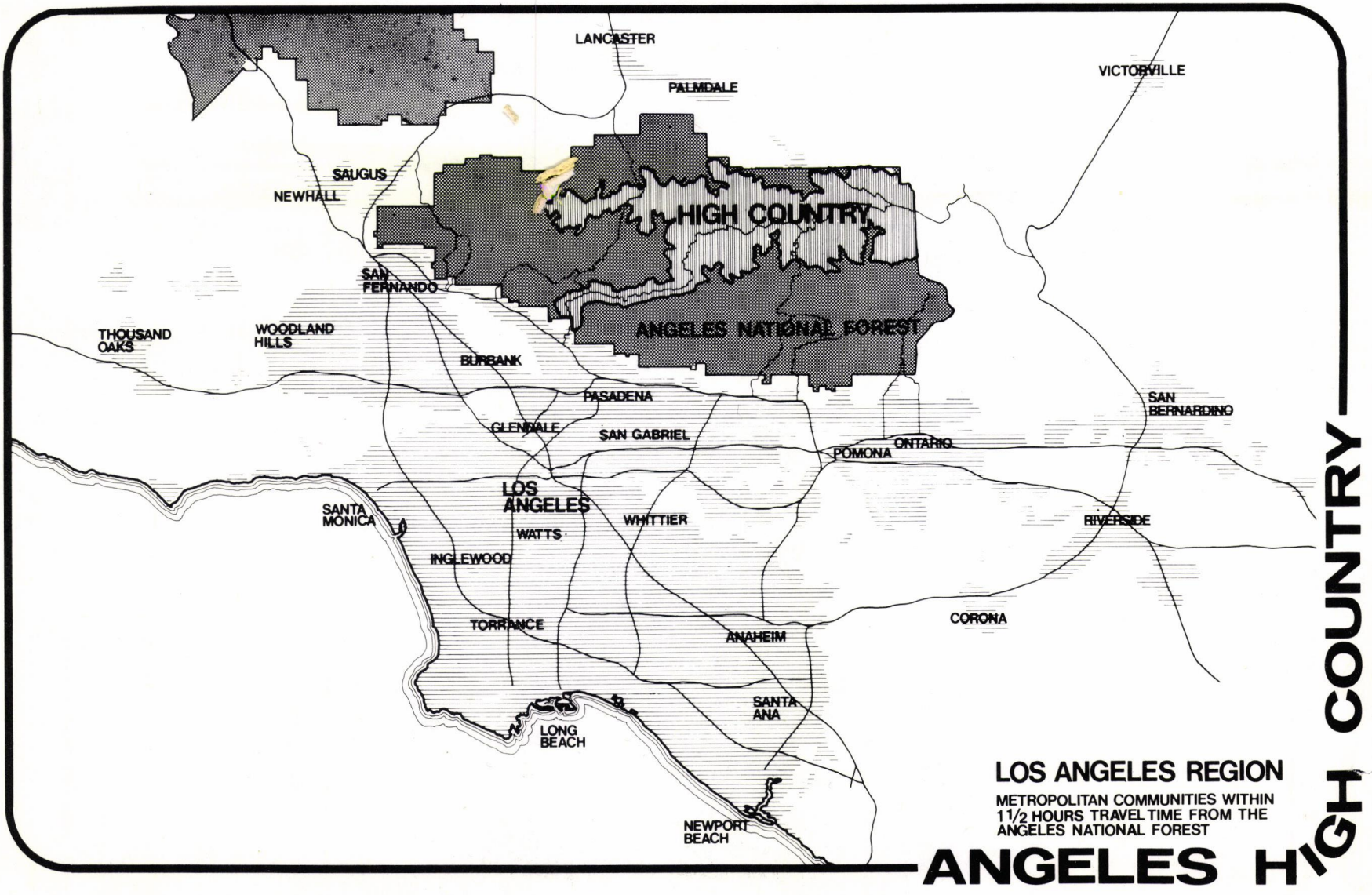
While it is too early to gauge the long-term effects of oil prices, it is safe to say that the cost of automobile travel will rise. As cost rises, mobility will tend to decrease. More recreation will be sought closer to home. Pressure on easily accessible open space areas suitable for day and overnight use will increase.

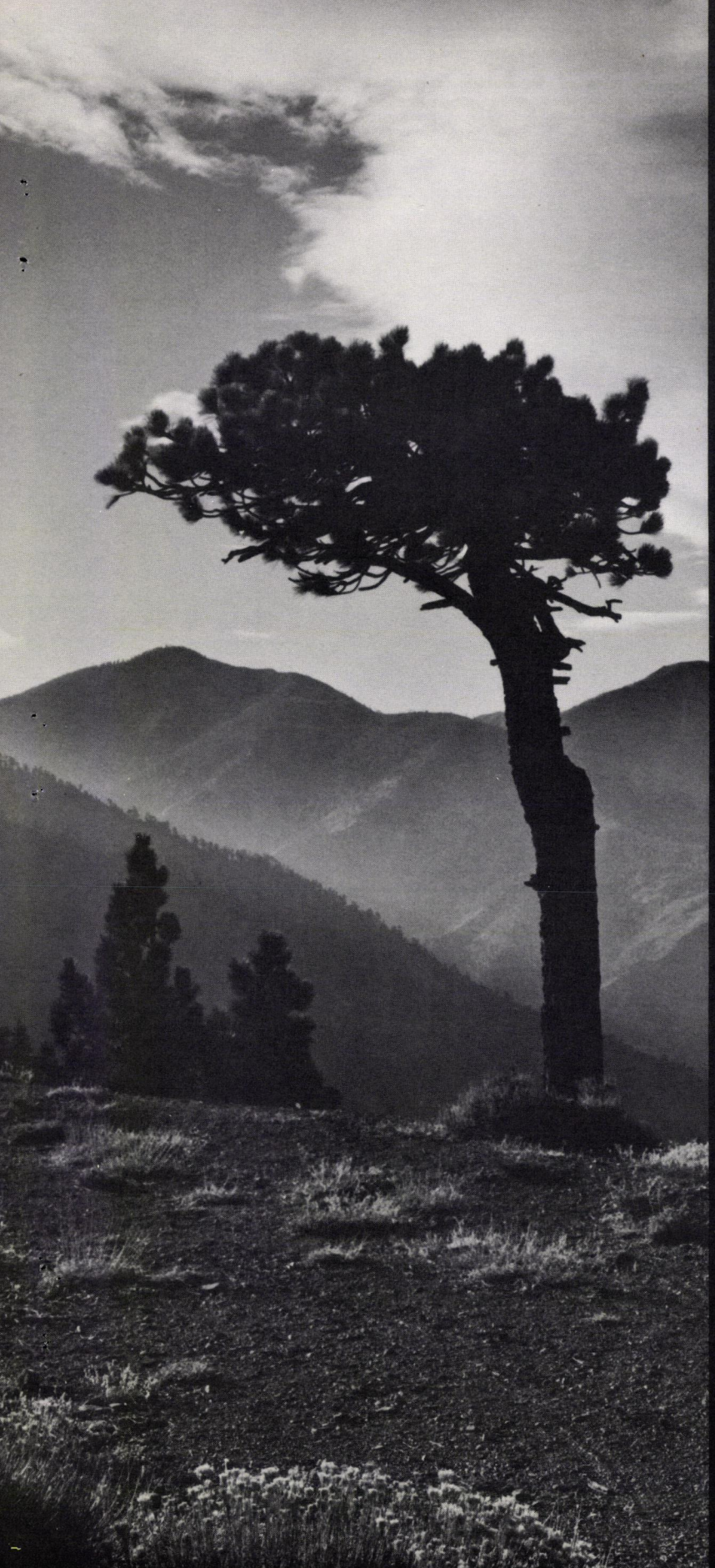
Environmental Awareness

A strong movement to make life less complex by turning back to nature has created whole new industries and developed new interest in winter sports, camping and backcountry recreation. This trend is expected to continue through the year 2000, thereby increasing demand for more winter recreation sites, trails, campgrounds and other recreational facilities. Operation and maintenance costs will also increase.

Health

Public awareness of factors that contribute to health and disease is increasing. This has spawned a weight-watching, exercise conscious population looking for outdoor activities that make physical fitness not only healthful but fun. Bicycling, hiking, jogging and creative play activities will increase in the High Country.


LANCASTER
PALMDALE
VICTORVILLE
SAUGUS
NEWHALL
HIGH COUNTRY
SAN FERNANDO
ANGELES NATIONAL FOREST
THOUSAND OAKS
WOODLAND HILLS
BURBANK
PASADENA
SAN BERNARDINO
GLENDALE
SAN GABRIEL
ONTARIO
POMONA
LOS ANGELES
SANTA MONICA
WHITTIER
RIVERSIDE
WATTS
INGLEWOOD
CORONA
TORRANCE
ANAHEIM
SANTA ANA
LONG BEACH
NEWPORT BEACH
LOS ANGELES REGION
METROPOLITAN COMMUNITIES WITHIN 1 1/2 HOURS TRAVEL TIME FROM THE ANGELES NATIONAL FOREST
ANGELES HIGH COUNTRY



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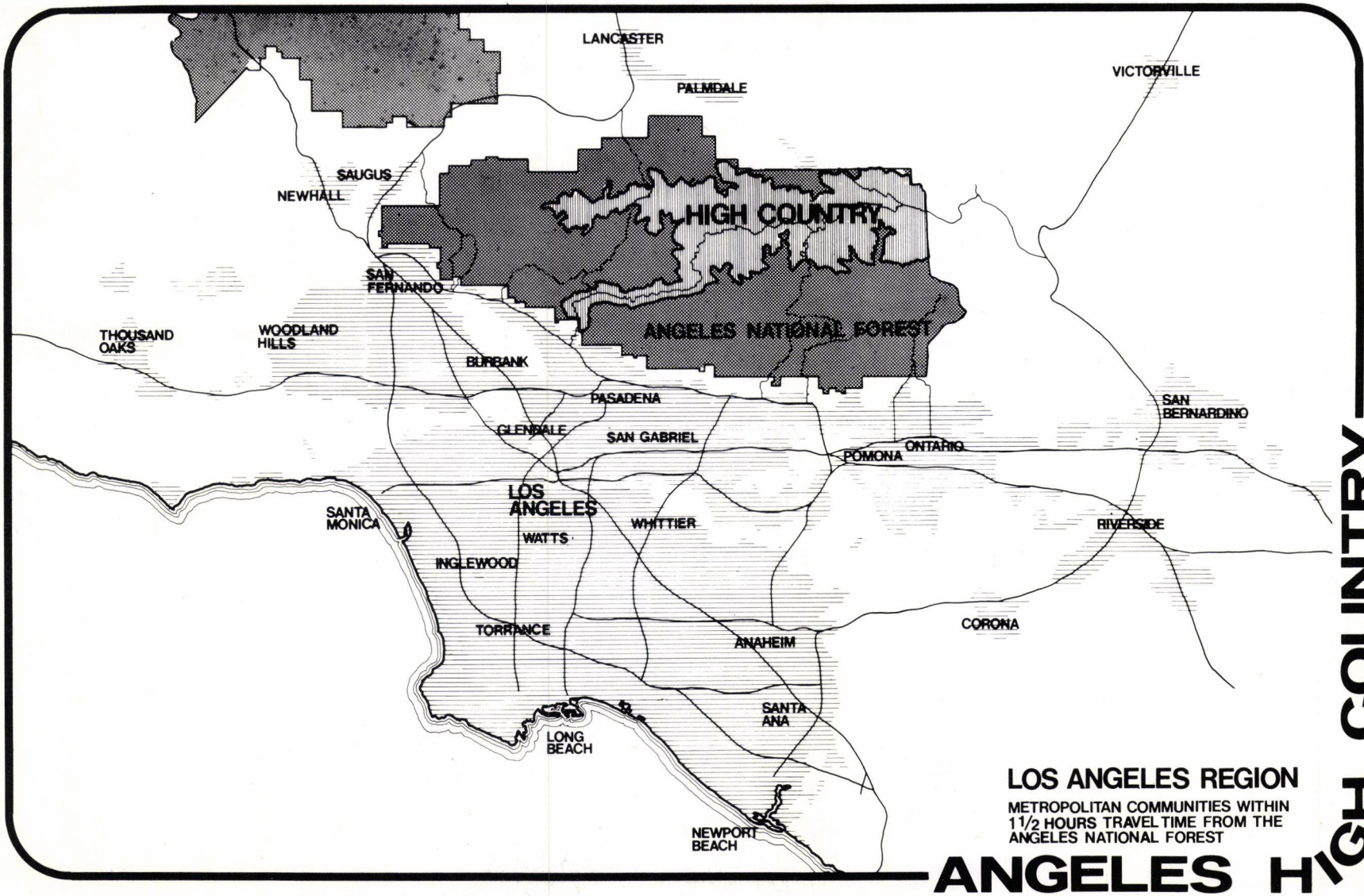
The Planning Process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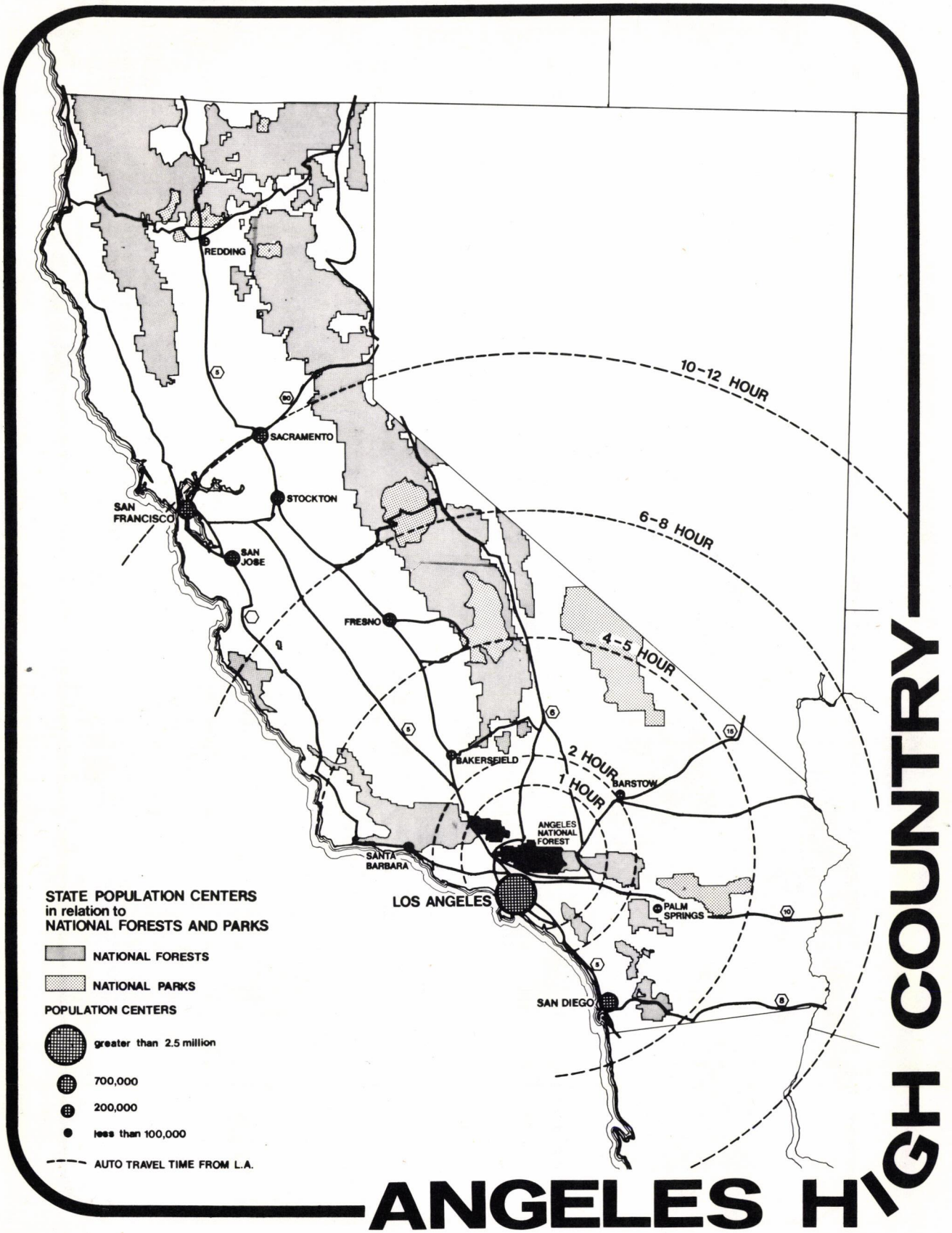
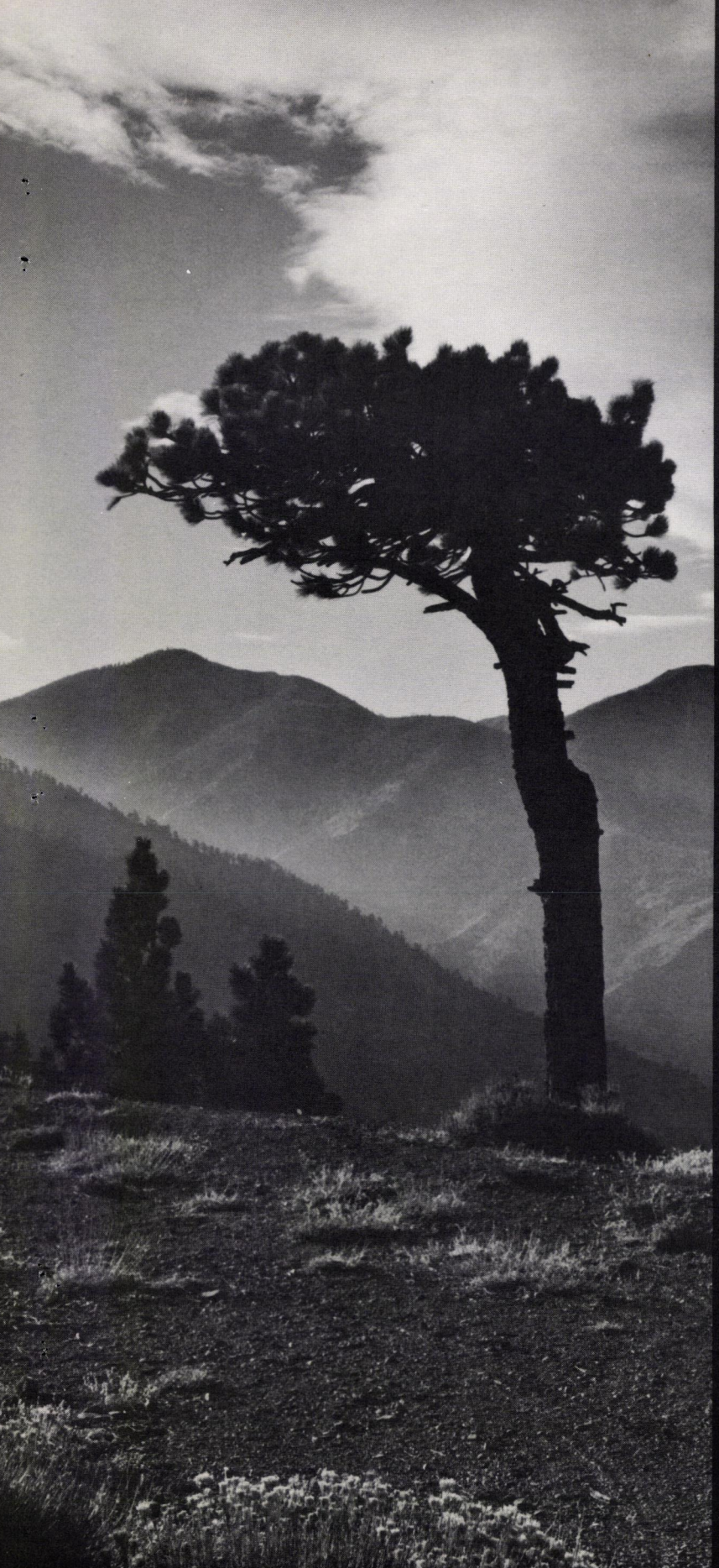


ANGELES HIGH COUNTRY



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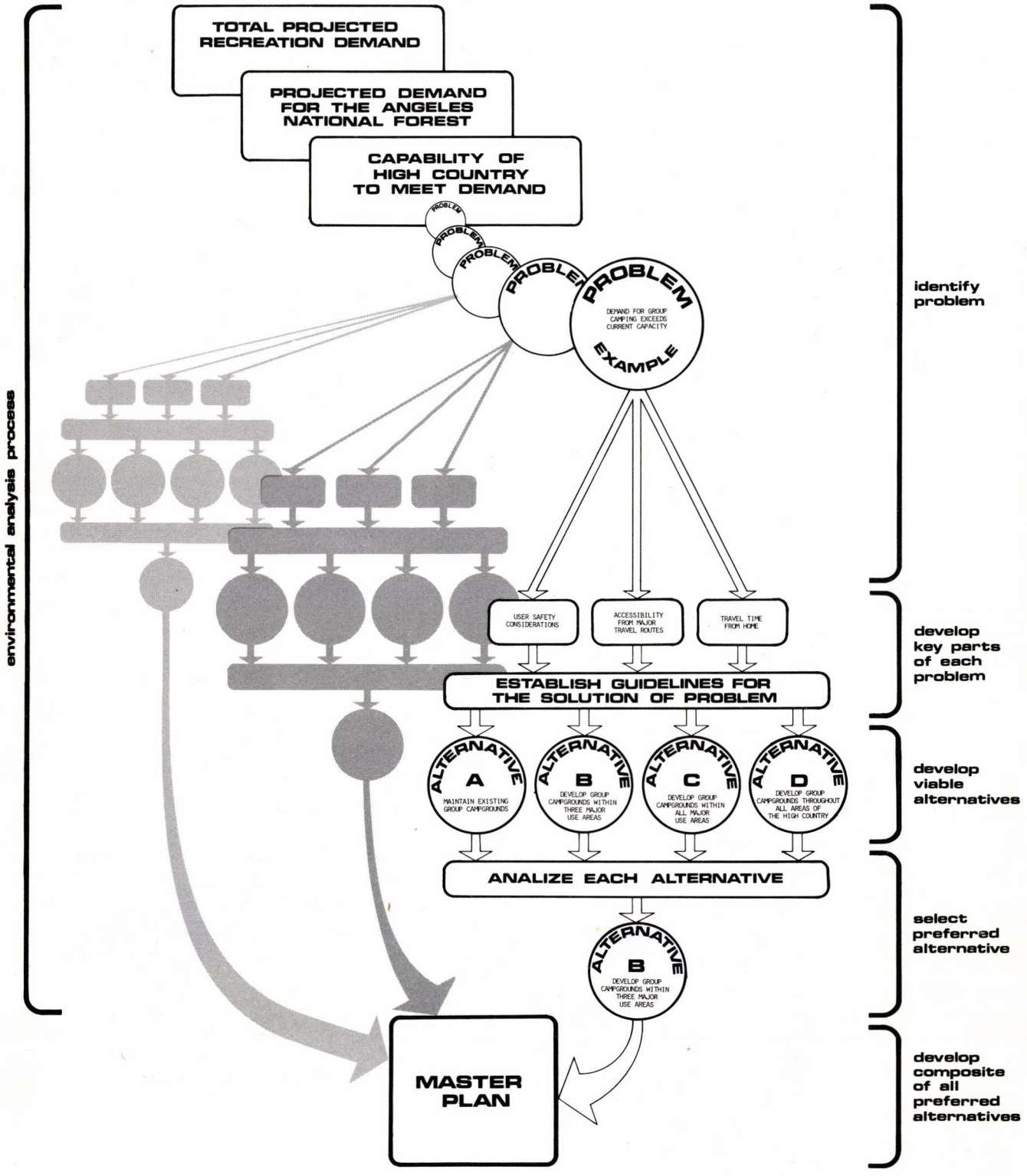
The Planning Process

THE MASTER PLANNING PROCESS



A comprehensive planning process was developed and utilized to accomplish the goals stated in Chapter 1. This process involves three phases, (1) conceptual development, (2) master planning and (3) implementation.

Conceptual Development

Conceptual development was completed in 1974 with the **High Country Technical Report** by EDAW Inc. of Newport Beach, California. In this document an analysis was made of conservation, education and recreation needs of Southern California residents and the ability of the High Country resources to meet those needs. This analysis resulted in broad-based, realistic alternative concepts for management of the Angeles High Country. Based on a thorough analysis of the concepts and their ability to meet the established goals, the Forest Service selected a single concept for further development in the master planning phase.

Master Planning

The Forest Service began master planning in 1976 to integrate a comprehensive range of opportunities throughout the High Country. The development of the Master Plan can be summarized in three main steps, each requiring public, other agency and Forest Service involvement:

1. Problem Identification
   The High Country is exceptional in respect that in it are many acres of underutilized land at the doorstep of a highly urbanized area. It has the ability to accommodate diverse outdoor needs of many interest groups within Southern California. These needs, however, must be understood in order to effectively plan for them. Problem identification provides the understanding of potential conflicts resulting from present land uses and future needs.

2. Determination of Constraints
   Upon completion of the Problem Identification phase and its review by public representatives and Forest Service staff, the various factors important to site selection were determined. In this determination, both physical and attitudinal aspects of natural and man-related conditions were considered. Examples of these factors include soil erosion, visual considerations, wildlife habitat, and present land uses. From these factors, constraints were developed and integrated into the plan.

3. Consideration of Alternatives
   A preferred alternative was then developed, based upon its ability to provide the greatest possible mix of opportunities without heavily modifying the High Country environment. Finally, programs, site locations and connecting transportation routes were analyzed to pin-point potential conflicts. Where conflicts were identified, mitigating measures through design recommendations were made on a site specific basis.

The finished Master Plan provides a guide for proper use and development to insure long range environmental protection and wide public support.

Implementation

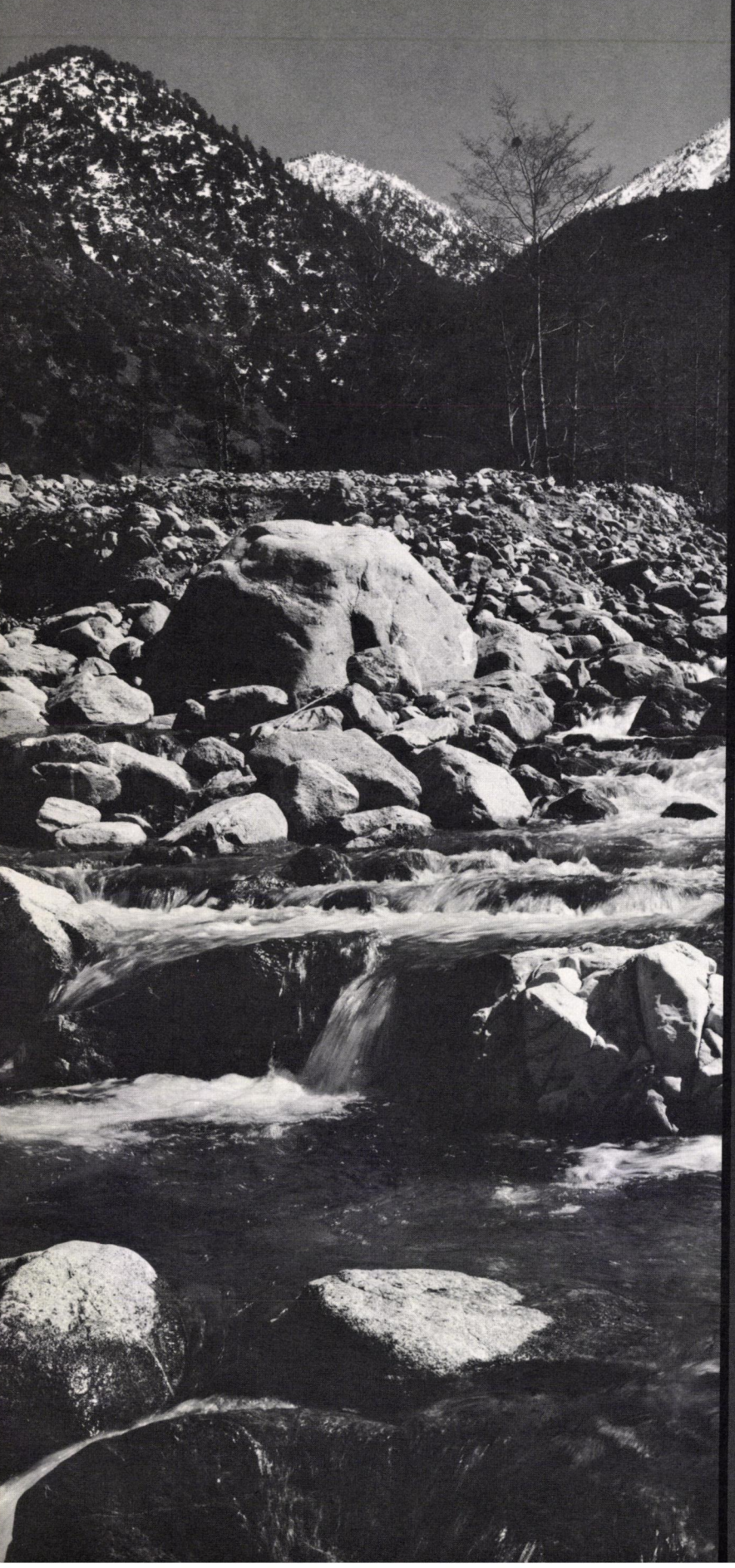
It is here the planning process bears fruit. While the master plan provides the schematic framework for High Country development, the specific design for trails, campgrounds, visitor centers, or other developments will be accomplished through a comprehensive design process for each project. This process unites the professional skills of designers, resource specialists, sociologists, other agencies and, most importantly, the concerns of the people.

Public involvement will be continued through formal meetings related to the development of proposed projects and their cumulative impacts, and by casual involvement of interested parties.

As required by the National Environmental Policy Act, environmental assessments will be completed prior to final site development decisions. These reports will analyze resource sensitivities, define potential impacts and provide management guidelines for specific development.

It is important to note that implementation of the recreation facility construction element of the High Country Master Plan will occur over a time span of approximately 6 years. Development is scheduled to parallel projected increases in demand, but remains flexible in response to changing conditions and economic realities.

Any long-range planning process carries the seeds of its own destruction if it is not reviewed and adjusted periodically. Therefore, a periodic evaluation of the Master Plan shall be conducted by a designated High Country Review Group composed of Forest Service, other agency and public representatives. The purpose of this evaluation is to reprogram and revise direction in response to changes in demand or other conditions.



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The Master Plan

Elements of the Plan

The Master Plan has four fundamental elements: conservation, education, recreation and transportation.

Conservation

The conservation element is the wise use and maintenance of High Country resources without degradation. It includes both preservation and modification of resources to meet the needs of today as well as tomorrow.

Conservation provides an awareness of changes in life-supporting relationships within the geologic, hydrologic, soil, wildlife and vegetative settings. Collectively, these physical and biological components, in addition to the psychological sensitivities of the potential forest user, provide limits of resource utilization (carrying capacities).

Education

Many people are unaware of the existence of the Angeles National Forest, while others venture into it lacking an adequate understanding of the opportunities available to them. Clearly, education must provide an awareness of the High Country, its safe use and opportunities.

Education, as it will be implemented through this plan, has four parts: (1) on-forest interpretation, (2) visitor centers, (3) information arrival stations and (4) off-forest information services. Through interpretation and information services visitors will learn a wide variety of things about their National Forest and the National Forest system. In the process, they will enjoy a special kind of recreation experience.

Off-forest contacts and programs with organized groups, schools, and local government agencies will emphasize opportunities which are available in the High Country.

Because an understanding of forest resources and their protection greatly enhances the visitor's recreation experience, it is important to keep National Forest recreation and education together.

Recreation

Recreation, for the purpose of the High Country Plan, is the active pursuit of an understanding of our own capabilities and of the physical world in which we live. It offers an opportunity for viewing our urban lives from a different perspective, enabling greater appreciation of the non-material values of our culture. The recreation element includes both active and passive activities to bring people in closer contact with the forest environment. Recreation programs and facilities which will provide an increased variety of experiences have been identified.

Camping

This plan provides better balance between family, organized group and trail campsites than currently exists. It includes campgrounds suitable for visitors less familiar with mountain camping as well as for experienced outdoorsmen. Non-primitive camping opportunities are provided nearest the major transportation routes for the less experienced forest recreationist, and includes facilities to accommodate the elderly and handicapped. Primitive camping opportunities are provided along the more remote backcountry transportation routes. Provisions have also been made to accommodate increases in motorhome and other recreational vehicle camping. All campgrounds will be developed with an awareness of psychological and physical spatial needs.

Picnicking

There are solid indications that picnic sites are in greatest demand near major attractions such as lakes, visitor centers and other points of interest. Picnic sites elsewhere have rarely received significant use. Therefore, the High Country plan provides picnicking only in the vicinity of major attractions. Picnic sites which are underutilized and costly to maintain will be phased out in favor of other site utilization.

Planned Open Space

There is an identified need for planned open space within major use areas suitable for a variety of outdoor recreational activities such as rock and tree climbing, nature investigation and volleyball. These activities may include any reasonable active or passive recreational pursuit within the user's ability and imagination. Where opportunities exist, open space will be planned within heavy use areas as an integral part of site design. No designated playfields or equipment will be provided. The fundamental purpose is to provide safe and functional areas for a variety of imaginative interests without modifying the character of the forest environment.

Water Recreation

Jackson Lake and Crystal Lake are the only two High Country lakes in existence. Consequently, these two small lakes are in great demand for water recreation. These two lakes will be managed to enhance or maintain quality water related recreation experiences. This implies the possible interruption of the natural processes working to convert the lakes to meadows, provided such operations are economically feasible. In addition, two other High Country sites appear to have the necessary prerequisites for water impoundment. These two sites will be analyzed in detail from environmental and cost-effective standpoints for future development.

Although there are no major streams within the High Country, dispersed water-related recreation along small perennial streams will be continued.

Trails

There is currently a trail network in the High Country serving both hikers and equestrians. However, loop and connecting trails are needed to provide interesting day activities near developed sites, along with a greater variety of options and challenges for longer trips. Therefore, the plan links major developed recreation sites to existing trails and provides educational and interesting experiences, not merely to move

people from one location to another. Wherever possible, hikers and equestrians will use the same trails.

Sightseeing

The great amount of visual diversity in the Angeles High Country encourages extensive pleasure driving throughout the year. This activity, in fact, is the greatest single recreation activity of the people of Southern California. The National Forest serves this pastime primarily by providing observation points and interpretive facilities along major roads. However, existing observation points in the High Country are currently inadequate to meet the demand. This plan provides additional observation points, interpretive signing and other facilities. In addition, self-guided auto tours will be made available.

Organization Camps

The **High Country Technical Report** and other recent studies indicate a demand for protected and controlled camping environments for less experienced groups. This demand can partially be met by utilizing existing organization camps under permit to private organizations. The organization camps are run by a variety of municipal, religious, educational and recreational organizations for the purpose of environmental, social and spiritual development. This plan encourages those camps most suitable for protracted use to expand their programs to accommodate groups outside their chartered organizations.

Ski and Snowplay Areas

Winter recreation opportunities are available in the High Country within one hour's driving time of most Los Angeles communities. Because of this proximity, existing recreation and transportation facilities are often temporarily over-burdened, resulting in a less-rewarding and often unsafe recreation experience for the user.

There are currently five downhill ski areas under special use permit to provide full services to the skiing public. Inadequate parking facilities at the base of these areas limits the use of the slopes. In reality, the estimated slope capacities exceed current use. Because of marginal snow conditions and limited suitable topography and access, new downhill ski areas are not recommended in this plan. However, this does not preclude the modification or expansion of existing ski areas within the scope of their special use permits.

There are only two developed snow play areas in the High Country, both of which are operated by special use permittees for the purpose of providing snow play equipment, safe slopes and adequate supervision for the general public. The capability of these areas to support additional use is limited. As a result, many inexperienced users, unaware of the dangers, are forced to play in undeveloped, extremely hazardous areas with steep and icy topography. This results in numerous serious accidents each year.

This Plan includes additional safe snow play areas for the general public and, through the Education Element, provides a better understanding of snow play safety.

In addition, the Forest Service will continue to work with ski area operators to develop, within environmental constraints, the full downhill skiing potential of their areas to provide safe, high quality public skiing. Small communities near ski areas are often disturbed by the seasonal influx of skiers. The Forest Service will work with local citizens and community leaders to reduce the effects and negative impacts of this kind of disturbance.

Cross-Country Skiing

Although many of the safety hazards above apply to cross-country skiing, a distinction is made between it and other winter sports activities solely because it is comparatively new to the Angeles High Country. Cross-country skiing is becoming increasingly popular in Southern California, but actual demand is unknown at this time. Nevertheless, this Plan has identified existing and potential cross-country ski routes.

Bicycling

Although bicycling is an increasingly popular sport, the topography of the High Country limits the activity to the hardiest enthusiasts along the main highways. Inadequate road widths and poor visibility due to numerous sharp curves creates a distinct safety hazard for the cyclist. Some limited, yet safer, bicycling also occurs on various campground roads. Bicycling on smaller roads within campground limits will be continued. Within the more developed recreation areas, bicycle racks and other related facilities will be installed. A specific path designated for bicycling will be developed within the Crystal Lake Recreation Area.

Hunting and Shooting

Generally, target shooting and hunting are allowed throughout most of the High Country. They are restricted by federal, state and local laws within residential, recreational, and other designated administrative zones. Because hunting is decreasing in the Angeles National Forest, changes in existing policies are not recommended in this plan. Designated target shooting areas are provided at lower elevations closer to urban populations. Therefore, no additional target shooting sites are planned in the High Country.

Off Road Vehicles

The demand for Off Road Vehicle (ORV) use is increasing on the Angeles National Forest. The environmental sensitivity of the High Country and its lack of suitable terrain currently restrict ORV use only to those areas where environmental impacts can be minimized. The potential impacts on High Country resources were analyzed during the development of the Forest ORV Plan in 1973. This plan identified and designated ORV areas on the Forest, including two areas within the High Country.

The High Country Plan is not designed to replace the Forest ORV Plan, rather it is designed to complement it by providing compatible uses (such as dispersed area camping), within and adjacent to ORV areas. No additional High Country ORV areas are contemplated at this time.

MASTER PLAN
ANGELES HIGH COUNTRY
N
0 1/2 1 2 miles
TO PALMDALE
SOLEDAD CANYON
TO PEARBLOSSOM
WRIGHTWOOD
ARDUA
TUJUNGA
LA CANADA FLINTRIDGE
HIGH COUNTRY BOUNDARY
FOREST BOUNDARY
LEGEND
VISITOR CENTER
FOREST BOUNDARY
ROADS
HIGH COUNTRY BOUNDARY
PICNIC GROUND
CAMPGROUND
TRAIL
OBSERVATION POINT
SKI OR SNOW PLAY AREA
MT. WILSON DAY USE AREA
PLANNED OPEN SPACE
INFORMATION ARRIVAL STATION

Snowmobiles

Specific areas for snowmobiles are not identified in this plan. Unpredictable snow conditions, dangerous terrain, conflicts with other uses and sensitive resources do not permit the allocation of specific areas for this activity. However, snowmobiling on some Forest roads and other areas is not precluded if, in the judgment of the District Ranger, such use is compatible with public safety, resource values and other activities.

Stables

A permittee owned and operated stable currently provides horse rental and boarding facilities in the High Country which adequately meets present demand for these services. This plan allows future expansion of these facilities consistent with demand and resource capabilities. No additional stables are planned.

Transportation

The road network is the main circulatory system of the High Country. Its arteries are steep, narrow, winding roads confined primarily to canyon walls and ridgetops. Nevertheless, with the exception of peak recreation days such as Labor Day weekend and winter holidays, the existing road system is adequate.

Changes in the availability of energy may limit the distances people will be willing to travel for recreation and thereby direct more Southern California recreationists to the Angeles High Country. The High Country Plan anticipates these changes, allowing for an increased recreation capacity of four times current levels. To cope with this increase, some physical and management modifications to the existing road net-work will be necessary. Modifications may include additional passing lanes along main highways, additional parking facilities, more snow removal, additional law enforcement and the development of a shuttle bus system in areas with major bottlenecks.

The primary objective of the transportation element is therefore to identify existing and potential transportation problems and respond to them.

It should be pointed out that because the San Gabriel Mountains are considered to be the most faulted and fractured land mass in North America, with extremely slide-prone slopes, road building is severely constrained. Therefore, with the exception of small recreation access roads, no additional roads are planned at this time. This may prove to be a major limitation to use, however, and a Forest-wide transportation analysis to determine potential long-range effects on existing road systems is needed.

Other modes of travel such as tramways, cog railways and helicopter shuttles may become feasible alternatives for High Country transportation. However, because of the large investment needed for planning and delivery of these systems, development will clearly lag behind demand.

Planning Concept

So far, this document has discussed the four fundamental elements of the High Country Plan: conservation, education, recreation and transportation. The rest of the document blends these four elements into a single, practical, workable concept.

Essentially, three hub areas concentrate educational and recreational activities, while more dispersed activities radiate outward. The farther one travels from these hubs, the more primitive the experience.

The three hub areas are conveniently located where historical land use patterns have concentrated public use, and where recent analysis indicates resource capabilities best able to support them.

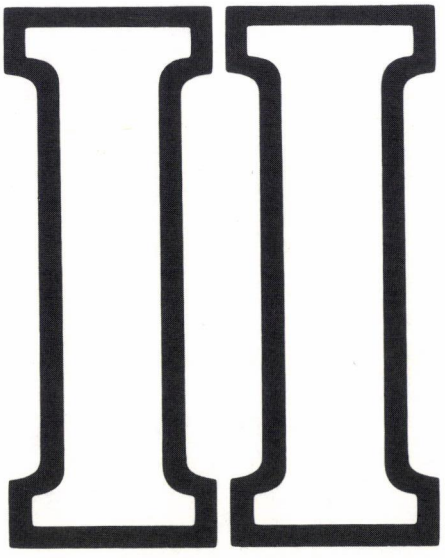
As shown on the Concept Map in the appendix, the hub areas are located at Big Pines, Crystal Lake and Chilao. Each of these areas will contain a visitor center which provides a centralized source of information for first-time recreationists with urban backgrounds, as well as for "seasoned" forest visitors. Information at each center will include the locations of recreation opportunities, what they are, the availability of transportation, and equipment needed by the visitors.

Adjacent to the visitor centers will be parking areas, trailheads for backcountry destinations, developed picnic and campsites, guided and self-guided nature walks, amphitheaters, public restrooms, snackbars and connecting transportation routes to other points throughout the High Country.

Within High Country areas surrounding the three hubs, dispersed recreational and educational opportunities are planned to offer a wide variety of back country experiences. This dispersed use requires more self-reliance and provides personal challenges not normally found in the developed sites.

Ultimately this concept provides visitors an opportunity to progress through various stages of awareness of the National Forest. Off-Forest information services may be the visitor's first exposure to the National Forest and the opportunities it offers. Information arrival stations provide a sense of beginning, the first transition from the urban to the Forest environment. Visitor centers serve as destination points, sources of information and "jump-off" points to the back country. Back country areas provide opportunities for further understanding of oneself in relation to the natural environment.

This concludes Part I, The Introduction, of the High Country Plan. The implementation of the plan is presented in detail in Part II. Part II includes specific details for the development of the hub areas as well as those essential programs and facilities required elsewhere for resource protection and enhancement of the visitor's experience.



Implementation

Introduction

4

Purpose

Part II of the Master Plan provides direction and priorities for the development of the facilities and programs for the Angeles High Country. It will:

* Serve as a decision-making tool for Forest Service line officers and staff.
* Provide highly visible documentation of Forest Service management direction for public review.
* Define funding needs and further planning requirements.
* Assure appropriate coordination between Forest Service staff, site designers, funding sources, other agencies and other functional interests.

Part II is divided into five chapters: the first four deal with the key plan elements and the fifth with development priorities and funding. Management directions applicable to all plan elements are as follows:

General Management Direction

Plan Update

The High Country Master Plan will be reviewed and evaluated every three years by a designated High Country Review Group composed of Forest Service, other agency and public representatives. The purpose of this evaluation is to reprogram and revise direction in response to changes in demand or other conditions.

In the future this plan will be incorporated into the Forest Land Management Plan. At that time the review schedule will be in concert with the Land Management Plan review.

Public Participation

In the implementation of the specific High Country projects, the Forest Service will provide opportunities to the general public, either individually or through its representatives, to insure its representation in the design process.

The Forest Service will prepare and circulate a High Country Annual Report to interested groups and individuals. It will summarize briefly the progress and significant changes in the implementation of the High Country Plan.

NEPA Requirements

As required by the National Environmental Policy Act (NEPA), an environmental assessment has been prepared for this Master Plan. In addition, environmental assessment reports applicable to all development activities or groups of activities proposed in this plan will be prepared prior to implementation.

Administrative Requirements

The Forest Service will plan for additional personnel and related support facilities required for implementation of the High Country Plan. This should include additional recreation, visitor information service, security, resource protection, maintenance, administrative warehousing and personnel. The Forest Service will consider contracting some of these services to the private sector. Increased funding for these services should parallel development budgets.

The Forest Service will designate an employee as the High Country Coordinator whose primary responsibility is the implementation and coordination of all facets of this plan.

Facility Design

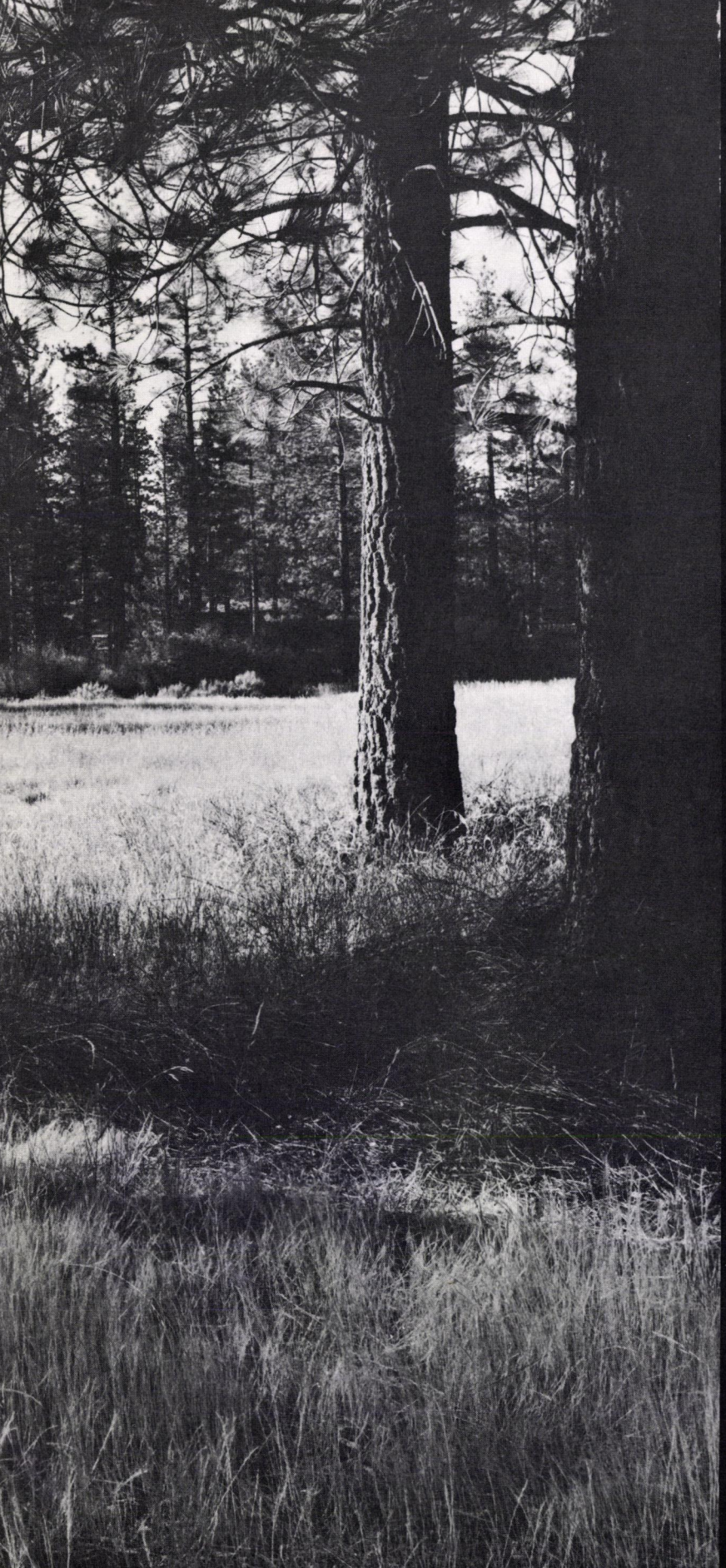
Rehabilitation of existing developments will include correcting existing resource damage, improved efficiency in care and policing, and improved snow removal where appropriate.

All facilities will be designed with user safety and protection in mind.

Facility designs will consider the needs of the elderly and the handicapped.

Area Management

Areas will be managed to prevent or limit over-use.



Conservation 5

Management Intent

The intent of the Conservation Element is to give direction for the perpetuation and enhancement of the natural forest setting. The education, recreation and transportation elements are bound within the framework of the Forest Service conservation philosophy. Specific areas have been developed to provide theoretical limits of use, based on an analysis of the type of use planned and the ability of the site resources to support it.

Objective

Perpetuate and enhance the High Country resources through management of recreational and educational activities consistent with the conservation of the resources supporting them.

Management Direction

Wildlife

In accordance with the Endangered Species Act of 1973, officially designated critical habitats will not be disturbed. Planned recreation will not adversely affect any endangered or threatened wildlife species or their habitat. The Forest Service will survey, or contract a survey, to determine presence of threatened, endangered or sensitive species and their habitats prior to site specific recreation planning. Planning will include estimates of increased user activity.

Where potable water facilities are planned, consideration for wildlife watering devices will be included.

The Forest Service will provide visitor information on High Country wildlife species, their habitat and their sensitivities wherever appropriate.

Prior to the implementation of any project, an environmental assessment will be made to determine potential impacts on wildlife species and their habitats. The assessment will be utilized in determining project alternatives.

Cultural

The National Historic Preservation Act of 1966 and Executive Order 11593 of 1971 requires the Forest Service to take all necessary measures to protect and preserve archaeological sites. Therefore, prior to any land disturbance, an archaeological reconnaissance report will be completed to determine the presence and significance of archaeological sites.

Wherever feasible, archaeological and cultural resources will be interpreted for the visiting public. However, especially sensitive sites, or sites which could not withstand public use without risk of damage, will not be publicized, but will be made available to qualified scientists.

Visual

The Forest Service will plan and encourage facilities and activities which meet the recommended Visual Quality Objectives. Where current management practices and landscape modification do not meet these objectives, appropriate rehabilitation measures will be planned where possible to reduce undesirable visual impacts.

Water

Recreational developments and activities where water quality deterioration or other water resource problems cannot be mitigated will not be planned or encouraged.

The Forest Service will require the removal of existing High Country recreation sites and facilities which contribute to the pollution of lakes and streams and where this pollution cannot be satisfactorily mitigated to established water quality standards.

Soils and Geology

In areas identified on soil type maps as being sensitive to a proposed recreation construction project or activity, additional studies will be implemented to adequately correct or mitigate identified problems. Sites having soils or geologic problems which cannot be feasibly mitigated will be avoided.

The unique features and natural phenomena of High Country soils and geology will be interpreted for visitors.

Recreation developments and activities will not be located where natural events such as floods, landslides and rockfalls occur.

Vegetation

Generally, High Country development will avoid areas where special interest or sensitive plant species exist. However, low density activities will be allowed if specific management precautions can insure adequate protection of pertinent species.

Chaparral plant communities in the High Country will be managed to promote recreational opportunities where adverse environmental effects can be minimized.

Timber resources will be managed to perpetuate and extend healthy, vigorous stands in order to maintain their natural character and to enhance the recreational experience in the High Country.

Vegetation will be managed to maintain or enhance the habitat for key wildlife species.

As with the other resources, the educational aspects of sensitive plant species of the High Country, as well as some of the more common plant communities, will be interpreted for forest visitors wherever appropriate.

Watershed

The Forest Service will take appropriate actions to reduce fire danger resulting from increased recreation use in the High Country.

Wherever appropriate, the watershed will be interpreted for High Country visitors.

6 Education

Management Direction

Visitor Center locations are shown on the Visitors Centers Map in the appendix. A great variety of educational and recreational experiences are available in the Angeles High Country. This chapter provides management direction to help visitors become more aware of the opportunities available and to enrich their visit to the Forest.

Education consists of four parts: (1) visitor centers, (2) on-Forest interpretation, (3) information arrival stations, and (4) off-Forest information services.

Visitor Centers

The majority of High Country visitors live in urban areas and are unfamiliar with the Forest environment, recreational opportunities available and how to use them safely and to their best advantage.

The Forest Service will develop three visitor centers at: (1) Chilao, (2) Big Pines and (3) Crystal Lake. These visitor centers will function as information and education sources and as points of departure from which the visitor may proceed to other Forest locations. Each of the visitor centers will provide a centralized source of information for first time recreationists as well as for experienced Forest visitors. Where recreation opportunities can be found, what they consist of, the availability of transportation and what equipment is required will be some of the information available. Each center will serve as a hub for interpretive talks, group assembly and other related activities. Design may include energy-saving solar heating systems.

Chilao Visitor Center

The first of the visitor centers to be built will be the Chilao Visitor Center, located just off Highway 2 on the upper Chilao Campground entrance road. The existing Forest Service residence and garage will be removed to accommodate the structure, parking lot and other related improvements. The center will accommodate approximately 150 people at one time and will be equipped with a small, indoor public film-viewing room, an orientation or information area, main theme exhibit area, and outdoor gathering and display area. Public restrooms, drinking water and seating areas will be available even when the center is closed. The Forest Service will monitor the use and operation of this center, gathering data to be used in the design of the other centers.

Big Pines Visitor Center

This visitor center will be located in the Big Pines Recreation Area. Three potential sites have been considered: (1) the existing Forest Service buildings on Highway 2 at the intersection with the Big Pines Highway, (2) the McClellan Flat Summer Home Tract and (3) the Big Pines Tanker Station site on the Big Pines Highway.

This plan recommends the development of the existing Big Pines site as a formal visitor center. This will require additional studies to determine the economic feasibility of rehabilitation of one or both buildings. In conjunction with these studies completed in 1979, a composite plan for the Big Pines area will be completed.

The visitor center, regardless of the site selected, will include four main functional areas: (1) an orientation and information area, (2) a central theme exhibit area, (3) a small auditorium and (4) an administrative office. These facilities will accommodate approximately 135 visitors at one time. The Big Pines Visitor Center will be operational year-around. This center is located within the main winter sports area of the Angeles National Forest and winter use is heavy.

Crystal Lake Visitor Center

This visitor center will be constructed in the Crystal Lake Recreation Area, adjacent to Fawnskin Picnic Ground where the temporary information station is presently situated. This visitor center will be constructed in a modular fashion so that as use increases, additional modules can be added to provide more space. The initial center will consist of an orientation-information area, main theme exhibit area and a small administrative office. Restroom facilities, drinking fountains and some outdoor display areas will also be provided. The existing store and snack bar will be continued but may require expansion or modification. The center will initially accommodate approximately 80 people at one time, with ultimate expansion capabilities to 120 people. Future modules may include a small auditorium or film-viewing room, indoor-outdoor display areas that can be rotated on a seasonal basis and an informal gathering area.

Public transportation to Crystal Lake from the visitor center will be needed. Therefore, a small open-air tram or shuttle system will be developed in conjunction with development of the visitor center.

This visitor center will be open year-around on weekends and during heavy use seasons. Weekday operation during the off-season will depend upon public demand and use patterns.

MANAGEMENT DIRECTION

Staffing

The staffing needs and hours of operation will be identified in an interpretive plan for each center.

Each visitor center will be staffed with at least one full time director and one part time assistant. Additional part time personnel will be provided during the high-use seasons. (It is suggested that individuals from other programs such as volunteers, Older Americans and work-study programs be considered for part-time employment.)

Members of various organizations and clubs will be encouraged to provide public outdoor skill demonstrations (e.g. archery, photography, etc.), lead visitors on short hikes or auto tours and assist in interpreting High Country phenomena.

Activities

Activities will be designed to bring the Forest visitor in direct contact with the environment surrounding each of the three centers. These activities may include evening campfire

programs, live demonstrations, nature walks, guided tours, auto tours and participation events.

The visitor center staff will work with the general public, nearby organization camps and educational institutions to provide special programs and instruction in environmental education.

Outdoor demonstration areas, as well as wildlife, recreation, geological and other resource exhibits, will be provided as part of each visitor center complex to encourage the visitor to make his own outdoor discoveries.

Many of the visitor center demonstrations and exhibits will be designed to be rotated seasonally to reflect environmental changes.

Information concerning current visitor center programs will be distributed through the information arrival stations, the news media, selected local agencies, organizations and schools.

Interpretive Plans

Interpretive plans will be prepared for both the off-Forest and on-Forest programs by the Forest VIS staff to facilitate the implementation of the High Country Plan.

Supplemental Design Criteria

Conflicts between vehicular and pedestrian traffic will be minimized in the design of each center. Adequate parking areas for private autos, buses and bicycles will be designed with vegetative and topographic screening to eliminate undesirable views of parked vehicles.

Connecting roads and trails will emphasize the hub concept of the centers and encourage visitors to venture out into adjacent Forest areas.

On-Forest Interpretation

MANAGEMENT SITUATION

In the past, much of the on-Forest visitor information program has been focused on the High Country area. Seasonal naturalists have been employed to prepare and conduct campfire programs, nature walks, auto tours, and to develop interpretive displays, signing, guided and self-guided interpretive walks. Evening amphitheater presentations offering narrated slide shows, films, discussions and group singing have also been part of the program. In addition, the program has been supplemented by presentations to organized groups and by informal public contacts within recreation areas.

The on-Forest visitor information program serves two principal functions:(1) providing basic information and (2) forest interpretation. The former provides directions and basic information about recreational opportunities, applicable regulations, plus issuance of permits, distribution of maps and other informative literature. The latter function interprets the Forest, its resources and its management. This includes natural history, cultural history, management goals and practices and their interrelationships.

Currently, on-Forest information services and facilities in the High Country provide 9500 visitor days of use. This use will increase to 47,500 visitor days of use.

OBJECTIVE

Educate and enrich the experience of visitors to the Angeles High Country by interpreting the National Forest System, its history, renewable resources, management and uses.

MANAGEMENT DIRECTION

Emphasis will be placed on outdoor interpretation rather than on indoor displays.

Self-guided auto tours will be planned and developed to accommodate pleasure driving along Highways 2 and 39.

Outdoor demonstration areas will be provided at each of the three Visitor Centers, at Mt. Wilson Educational Center and at other appropriate High Country locations.

Guided tours will be provided along interpretive trails and roads in various locations in the High Country, including the Visitor Centers and Mt. Wilson Educational Center.

Mount Wilson Educational Center

Mt. Wilson will serve as an important educational introduction to the Forest. It will serve primarily as a destination point, rather than as an area for dispersing visitors to surrounding Forest locations. It will relate to the education element in the High Country by providing an excellent opportunity to discuss the interrelationships between metropolitan areas and the Forest, including such subjects as the importance of fire and watershed management, historical significance and important trails in the area.

Some modifications to the existing site and facilities will be necessary before Mt. Wilson can be utilized as an educational center. When completed, it will include indoor and outdoor educational areas, interpretive trails and displays, and other day-use attractions and facilities. It is estimated that this site will accommodate approximately 120 people at one time. It will be designed to accommodate groups as well as single families.

Information Arrival Stations

MANAGEMENT SITUATION

The main function of information arrival stations is to provide information quickly, without wasting the visitor's valuable recreation time. The visitor may be advised of current Forest conditions, areas and recreational experiences he may not be aware of. From this standpoint the stations may be used to encourage dispersed recreation. Maps, pamphlets, permits and the latest bulletins about driving and recreation conditions will be made available in both English and Spanish. This information is most valuable upon entering the Forest, before passing points of interest or recreational opportunities.

OBJECTIVE

Provide the first on-site source of information to the visitor entering the High Country. Impart a sense of beginning and a knowledge of the conditions and opportunities available ahead. Develop a total of five information arrival stations along the main entrance routes into the High Country.

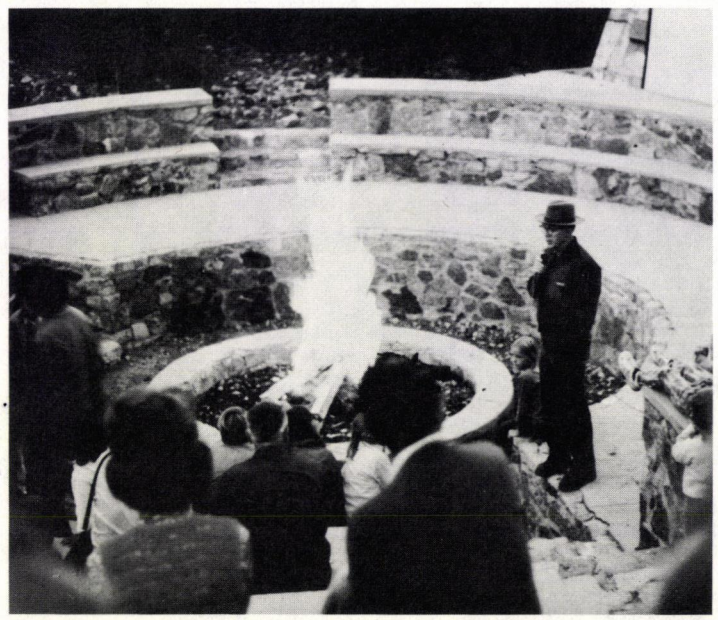
Information arrival stations are shown on the Information Arrival Stations Map in the appendix.

Manned Stations

Three manned stations are provided at: (1) Clear Creek, (2) east of Wrightwood on Highway 2, and (3) on Highway 39 above Azusa.

Self-Service Stations

Two self-service stations will be developed at: (1) Grandview and (2) Kentucky Springs. In addition, another information arrival station may be developed in Big Tujunga Canyon if studies indicate a need.



MANAGEMENT DIRECTION

Information arrival stations will not be designed for picnicking, but some will include drinking water, public restrooms, telephones, trash receptacles and recreation vehicle sewage dump stations. The stations are intended as brief stops for the purpose of dispensing information.

A staffing and operating plan will be developed for each station. There will be periods when manned stations will be self-service and periods when self-service stations will require manning for special purposes.

Stations will be built on the right-hand side of the road with safe entry and exit driveways.

Parking at each station will be limited, since the visitor's length of stay will be brief. Adequate space will be provided for vehicles pulling trailers.

Off-Forest Information Services

MANAGEMENT SITUATION

Historically, Forest visitor information services have been planned essentially for the on-Forest visitor. While many residents of urban areas are interested in knowing more about the recreational and educational opportunities available to them in the High Country, only limited efforts have been made to "reach out" to them. This plan provides management direction for the implementation of off-Forest information services.

OBJECTIVE

Provide a program to inform residents of the surrounding communities about the educational and recreational opportunities available in the Angeles High Country.

MANAGEMENT DIRECTION

The Forest Service will actively promote an off-Forest information services program.

A Forest interpretive team will periodically develop a bulletin to be distributed to interested groups in the Los Angeles area. Through this bulletin, information about opportunities, current activities and events in which these groups may participate will be made available. In order to improve the effectiveness of the bulletin, it will be monitored and updated as necessary by the Forest Public Information Officer.

Workshops presenting Environmental Education training to teachers will be facilitated by the Forest Interpretive staff and other interested people.

Mass media (radio, television and newspapers) will be utilized to inform the public of special events and current conditions that may restrict the use of the Forest, such as extreme fire hazard, road closures, etc.

A full-time position will be staffed at Mt. Gleason Environmental Education Center to provide liaison with Los Angeles County and other users.

7

Recreation

The Angeles High Country is, and will continue to be, a major open space resource for Los Angeles County and Southern California residents. Here, both passive and active recreational opportunities are available to a great variety of Forest users. New facilities will be designed to develop and expand each Forest user's environmental awareness and ability to appreciate and recreate compatibly with the High Country environment.

This chapter will consider the recreational needs of both the experienced Forest user and the urban dweller less familiar with Forest resources.

There are many recreational opportunities in the High Country. Eleven major activities have been identified in this plan. A description of each activity, its objective and management direction follows.

Camping

Because of relatively good weather, cooler summertime temperatures and cleaner air, the High Country is one of the most suitable camping locations in Southern California. Current High Country camping use is 347,500 visitor days annually or approximately 57 percent of the Forest total camping use. Roughly 80 percent of this use occurs on weekends. The effect is relatively empty campgrounds during the week and crowded sites during the weekends.

While camping is increasing at a rate of 16 percent annually Forest-wide, it is increasing only four percent annually in the High Country. There are three reasons for this difference: (1) inadequacy of existing facilities, (2) inadequate public knowledge of High Country camping and (3) longer travel time.

Inadequacy of Existing Facilities

The relationship between peak use and existing facility capacities indicates that present campgrounds are inadequate. Overuse has denuded some sites of groundcover vegetation and has resulted in numerous other resource problems such as erosion and water pollution. Further, the camping experience is often degraded when sites are overcrowded. As new and expanded High Country opportunites develop, increased demands will be made upon existing campgrounds. It is estimated that by the year 2000, camping demand in the High Country will triple over present use. As this demand continues to increase, further site deterioration will result and the quality of the camping experience will continue to worsen.

Many of the existing campground facilities are obsolete. In some campgrounds, restrooms and other facilities are in such poor condition that annual maintenance costs exceed their total value.

Lack of Variety

Existing High Country campgrounds offer very little variety. Forest camping experiences should appeal to all segments of society and should range from wilderness solitude to highly developed sites requiring of the visitor a minimum of camping experience and equipment. Yet 83 percent of all existing High Country campgrounds offer the same experience level, requiring users to possess a moderate amount of camping skills and equipment. There presently are no campgrounds in the High Country which offer sophisticated facilities and only one percent offer primitive facilities. In addition, only two campgrounds are specifically designed to accommodate equestrians.

Although the Resources Planning Act emphasizes dispersed recreation, there are currently only five designated trail camps in the High Country. Considering that hiking and trail camp use is increasing at a rate of five percent annually, additional trail camps are needed to prevent resource damage and to meet the camping needs of trail users.

OBJECTIVE

Provide new and rehabilitated campground facilities to meet the needs of different user groups.

Site Selection Factors

Two factors have worked to delineate sites for campground construction in the High Country. First, biophysical features of the land such as slope, topography, soils, vegetation, wildlife and visual considerations were analyzed for campground suitability. Second, locations based on socio-economic features were considered. This factor includes the experience level and needs of potential users, their safety and campground development costs.

All Campgrounds are planned within the basic High Country concept described on page 16 of this plan. As the camper moves farther away from each of the three hub areas, the required camping skills increase. Campground nearest the hubs are of the highest development level.

As indicated by the graph on page 30, this plan provides a wide range of camping experience levels. Approximately 24 percent of the camping capacity will be in the highly developed categories where presently none exist. This does not mean that these campgrounds will require heavy site modification. Each identified site in this plan will be designed with careful consideration of all resource values.

MANAGEMENT DIRECTION

Family Campgrounds

The Forest Service will provide a total of 27 family campgrounds with a combined maximum capacity of 5120 people at one time. Only five of these campgrounds will be new; the remainder will require rehabilitation, expansion or maintenance of an existing campground.

Although some campgrounds are more suitable than others, all family campground designs will consider the handicapped recreationist.

RECREATIONAL EXPERIENCE LEVELS

primitive

Unmodified natural environment and an absence of man-made developments. A maximum degree of outdoor skills required.

Development includes brush clearing, small sleeping flats and rustic vault toilets. Site capacity not more than 10 people at one time. Water is normally within 1/4 mile of site.

I

A minimum development with basic site protection facilities and minimal facilities for visitor comfort and convenience. Requires well-developed camping skills.

Development includes sawn log tables, fire rings, vault toilets and rustic signing. Visitors pack out their own garbage. Site capacity 15 to 50 people at one time with a density of 4 to 8 people per acre. Water is normally within 1/4 mile of site. No road access provided.

II

A minimum development with some site protection and visitor comfort facilities. Hunter camps ordinarily fall within this category.

Development includes wood tables, enclosed fireboxes, primitive road access, vault toilets, signing, leveled tent spaces and parking spurs. Potable water is normally piped to each toilet location. Site capacity 55 to 100 people at one time with a density of 9 to 12 people per acre.

III

Modifications for visitor comfort and convenience afford a sense of security although some taste of adventure is still important to the user. Moderate degree of outdoor skills required.

Development includes plank tables, enclosed firebox or charcoal grills, vault or flush toilets, garbage cans, signing, water hydrants, leveled tent spaces, surfaced paths, paved roads and spurs and vehicular barriers. Site capacity 105 to 300 people at one time with a density of 13 to 16 people per acre.

IV

A more contemporary site typified by the better State and National Park developments. Regimentation and obvious user controls afford a strong sense of security to visitors.

Development includes plank tables, charcoal grills, flush toilets with wash basins, garbage cans or bins, signing, water hydrants, drinking fountains, paved roads and spurs, surfaced tent areas, vehicle barriers, a sanitary dump station, waste sump, ramadas, safety lighting and native plantings. Site capacity 300 to 800 people at one time with a density of 17 to 25 people per acre.

V

Ordinarily associated with commercial trailer parks, county and city parks. Designed for user convenience with many site modifications and contemporary facilities providing a strong sense of security. Beginning outdoor skills suffice.

Development includes plank tables, charcoal grills, flush toilets, showers, litter containers, signing, water hydrants, retaining walls, paved walks and paths, safety lighting, trailer sanitary stations, waste sumps, ramadas, paved roads and spurs with curbs.

Site capacity may exceed 1000 people at one time with a density of 26 to 75 people per acre.

New Family Campgrounds

This plan provides the new family campgrounds described below and shown on the Campgrounds Map in the appendix.

GRANITE MOUNTAIN CAMPGROUND

This undeveloped area now receives some use by campers seeking a dispersed, unstructured recreation experience. Turnouts and flats along existing roads in this area are used primarily during the summer and fall months for this purpose.

The Forest Service will develop approximately 18 dispersed campsites with tables, stoves, toilets and parking spaces. Other facilities for resource protection, such as vehicular barriers and signs, will also be designed as needed. This campground will provide an Experience Level II, with a maximum capacity of approximately 90 people at one time.

ROSENITA CAMPGROUND

Rosenita was formerly the site of a Girl Scout Camp which was removed in 1966. Since that date the site has had no recreational use. The structures were razed and the site has naturally revegetated itself. Ideal shade and screening and a few usable old roadbeds remain.

As a part of the Chilao recreation complex, Rosenita Campground will be a 30 unit family campground. It will accommodate approximately 130 people at one time. One part of the site will be designed with appropriate facilities for family equestrian camping. Roughly 20 percent of the camping units will be multifamily campsites to provide for two or more families camping together. Tent pads, toilets, stoves, tables, fire circles and parking spaces will be designed to best serve the needs of the users and to preserve the natural quality of the site. As will be discussed later, a short hiking and riding loop trail to Mt. Hillyer and Horse Flats will be provided. This trail will also connect Rosenita to the proposed Chilao Visitor Center via the Silver Moccasin Trail. Vehicular barriers and signs will also be designed as needed to insure adequate resource protection and user convenience. Rosenita will be an Experience Level III campground.

PINYON FLATS

The Pinyon Flats area is a large site consisting of sparsely vegetated, gently sloping flats segmented by deep natural drainages and roughly graded dirt roads. It presently receives a great deal of use as a target shooting area and off-road vehicle (O.R.V.) use area. Some portions of the site which are more heavily vegetated than others lend themselves to overnight camping. Shooters, O.R.V. enthusiasts and other recreationists looking for an unstructured, dispersed campsite occasionally spend a night or two here.

The Forest Service will provide minimal facilities in the more suitable areas for user convenience and resource protection. Ultimately, 45 campsites will be provided to accommodate a maximum capacity of 225 people at one time. Rustic, vandal resistant stoves, tables and parking spaces will be provided along a few carefully placed campground loop roads. One toilet will be provided for every cluster of 5 camp units. As with Rosenita Campground, roughly 20 percent of the camping units at Pinyon Flats will accommodate informal groups and families camping together. This site will be an Experience Level II campground.

WEST TABLE MOUNTAIN CAMPGROUND

West Table Mountain Campground will be located on the large, gently rolling flat west of the Table Mountain Campground. Access is currently provided by the Table Mountain Campground road and a low-standard fire road. These roads will require improvement in conjunction with campground development.

The Forest Service will develop a family campground consisting of approximately 50 campsites of which 10 will accommodate multifamily use. The maximum capacity will be approximately 250 people at one time. Facilities will include tent pads, stoves, tables, drinking water, parking spurs, campground loop roads, fire circles and toilets. Signing and vehicular barriers will also be provided as needed for site protection and user convenience. A short self-guided nature trail may be provided. West Table Mountain Campground will be designed as a Level III site.

PINYON RIDGE

Pinyon Ridge, a 600 acre site overlooking Antelope Valley and the northern slope of the San Gabriel Range, has recently received extensive vegetative management. Various activities since 1965 have resulted in the conversion of overgrown, dense brush and pinyons to open flats with islands of trees. Improved wildlife habitat, increased recreational opportunities and a better fire management situation were the project goals. Approximately 90 acres are suitable for camping, off-road vehicles and other day uses.

The Forest Service will manage Pinyon Ridge for dispersed, unstructured camping to accommodate approximately 150 people at one time. Minimal facilities necessary for site protection and user convenience will be provided. Approximately 30 units will be developed with vandal resistant stoves and tables along a few carefully placed roads. Roughly 20 percent of these units will be planned for multifamily or small informal group use. One toilet will be provided for approximately every 5 units.

For the sake of construction and maintenance economics, clustering groups of units is recommended over a totally dispersed design. Development phasing will parallel demand. The Experience Level will be II.

Existing Family Campgrounds

The existing family campgrounds in the High Country which will require rehabilitation, expansion or maintenance are as follows:

PACIFICO CAMPGROUND

This small family campground on Mt. Pacifico currently accommodates 35 people at one time. It will be expanded to accommodate an additional 70 people at one time, making its total capacity 105. The site density and basic character will not be altered, and only moderate site work will be permitted. Tables, stoves and other facilities will be rustic in design and able to withstand vandalism and the harsh elements of the site. Pacifico will remain an Experience Level II campground.

SULPHUR SPRINGS CAMPGROUND

Sulphur Springs presently accommodates approximately 50 people at one time and has evolved as an equestrian camp due to its proximity to the Pacific Crest Trail. With the anticipated increased use of this trail and the proposed Mount Hillyer Trail tying Sulphur Springs to Bandido, another equestrian site, increased popularity is expected.

Sulphur Springs is not well designed. Awkward curves and parking areas make maneuvering of horse trailers difficult, and campsites are not suited to multifamily user groups. Many of the best campsites are presently occupied by vehicle parking spurs and roads.

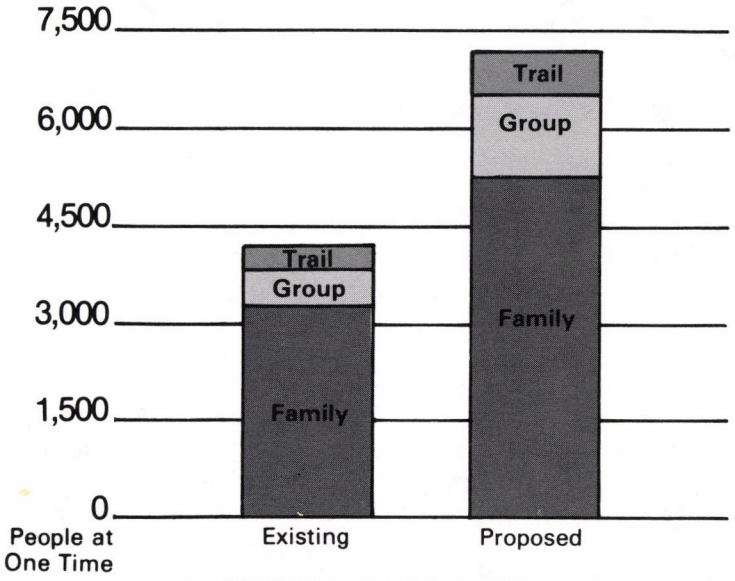
The Forest Service will redesign and redevelop Sulphur Springs Campground. Expansion into nearby small flats and redesign of existing areas will provide an equestrian camp for approximately 65 people at one time. Facilities will include rustic, vandal-resistant corrals, water troughs, hitching rails, cooking and dining facilities and fire circles. This will be an Experience Level II site.

HORSE FLATS CAMPGROUND

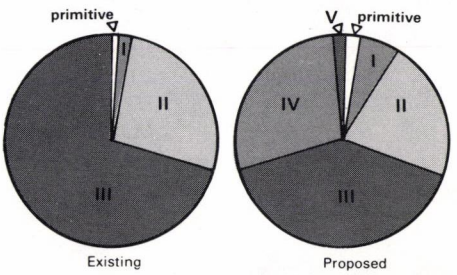
Because of its proximity to the proposed Chilao Visitor Center and the Silver Moccasin, Pacific Crest and Mount Hillyer Trails, Horse Flats will become increasingly important as a family campground. Horse Flats is one of three campgrounds adjacent to the Chilao hub area which will receive increased use during the 20 year period covered by this Plan. The use will be by a variety of user groups, including inexperienced as well as experienced campers.

The Forest Service will redevelop Horse Flats Campground, expanding it towards the southwest. The present capacity of 80 will be increased to a maximum capacity of approximately 310 people at one time. Horse Flats will be designed to withstand the anticipated high use it will receive. Proper road and trail systems and the careful placement of campsites will protect sensitive site resources. Durable, yet rustic-appearing facilities will accommodate many types of campers. A few multifamily campsites will provide for small informal groups as well as families camping together. Appropriate distances between individual campsites will be provided to give the camper privacy,

CAMPGROUNDS CAPACITY



DISTRIBUTION of EXPERIENCE LEVELS



while still maintaining a sense of security in knowing that other campers are nearby. This will be an Experience Level III campground.

UPPER CHILAO CAMPGROUND

With the construction of the proposed Chilao Visitor Center, major use pattern changes within the existing Chilao Campground will occur. Existing camping areas adjacent to the Visitor Center site will become day use areas and are discussed on page 37. Campsites nearest the Center will receive heavy use throughout most of the year. Existing roads and trails, as well as water and other utility systems, will become inadequate to handle anticipated increased use.

The Forest Service will analyze recreation, transportation and utility needs of the anticipated users in the Chilao recreation area in a composite study prior to implementing site-specific designs. Road and trail systems will be redesigned to best accommodate all use expected to occur during the next 20 years. Water, sewage disposal -- including a recreational vehicle sewage "dump station" -- and other utilities will be planned for the entire area rather than on a site-by-site basis.

Based on the composite study, the existing Chilao Campground will be redeveloped. Because a large part of Upper Chilao will become day-use, the present camping capacity will be reduced from 395 to approximately 225. To better accommodate increased camping demand and users with less camping experience, Upper Chilao will become an Experience Level IV campground.

A slightly higher campsite density, more convenience facilities and increased resource protection measures will result. While campsite stoves, tables, tent areas and parking spurs will remain in character with the forest environment, they will be designed for durability and function rather than for rustic appearance. Flush toilets, screened trash receptacles, drinking fountains and other convenience facilities will be provided. A barrier-free design concept accommodating the handicapped recreationist will be maintained throughout most of the site.

LOWER CHILAO CAMPGROUND

Because of the expected changes in use patterns discussed above, it is anticipated that additional camping facilities near the proposed Visitor Center at Chilao will be required. The pine plantation near the lower Chilao Loop Road, as well as the redevelopment of existing use areas, offers an excellent opportunity for expansion.

When the need becomes apparent, the Forest Service will expand family camping into Lower Chilao to accommodate approximately 450 people at one time. Campsites will be placed to take advantage of the shade provided by the plantation. Grading and the removal of vegetation will be kept to a minimum. Campsite tables, stoves, fire circles and tent areas will be designed to best meet the needs of the users, yet will not visually dominate the site. Lower Chilao will be an Experience Level III campground and will be an integral part of Upper Chilao rather than a separate site.

CHARLTON FLAT CAMPGROUND

The Charlton Flat area was originally developed in the 1930's as one of the first campgrounds in the Angeles National Forest. Its popularity was so great that the more desirable sites were overused. In an attempt to overcome this, the campground was expanded into the upper area; however, heavy use continued to degrade the lower portion making it necessary to finally restrict Charlton Flat to day-use activities to protect the resource values. Even this action, however, failed to achieve the desired site utilization.

Better site utilization can be achieved by redeveloping upper Charlton Flat for camping, leaving the lower portion of the site for day-use. Existing picnic and parking areas will be modified to accommodate single families, informal groups and several families camping together. Redesign of the existing road system will also be considered. The total camping capacity is estimated to be approximately 250 people at one time; Experience Level III.

BUCKHORN CAMPGROUND

Buckhorn is one of the most popular campgrounds along the Angeles Crest Highway. It is almost always filled to capacity throughout the summer months, and many families return year after year for their annual outing. It presently accommodates 185 people at one time.

The opportunities for expansion of Buckhorn are limited by topography. However, an estimated eight additional camp units will be provided north of the existing facilities, providing a total capacity of approximately 225 people at one time. Also, existing roads and parking spurs will be redesigned to accommodate trailers and motorhomes. A few multifamily units will be provided for families camping together. The Experience Level will remain Level III.

CRYSTAL LAKE CAMPGROUND

Crystal Lake Campground, which currently accommodates 1165 people at one time, will become an increasingly popular family campground because it is located within one of the three major hub areas of the High Country. The increased use is expected to create a need for redevelopment of existing site and traffic systems.

The Forest Service will convert the camping area nearest the proposed Visitor Center site (Tanager Loop) to picnicking upon completion of the Center. A composite plan will be provided to best utilize the site to protect its resources for future generations. Vehicular and pedestrian transportation routes will be reconstructed where needed, campsites will be redeveloped and new or improved facilities will replace old and deteriorated ones. A recreational vehicle sewage "dump station" will be provided. Approximately 200 camp units accommodating about 1000 people at one time will be provided. Approximately 40 of these units will be designed for two or three families camping together. The Experience Level will be IV.

BIG ROCK CAMPGROUND

Big Rock will be maintained as a family campground to accommodate aproximately 40 people at one time, both single families and small informal groups. The existing water system is inadequate and will be redesigned to provide a safe supply of potable water. It will continue to be an Experience Level II site. No redevelopment is planned.

MOUNTAIN OAK CAMPGROUND

Mountain Oak redevelopment was completed in 1977 and no further development is planned. It accommodates 85 people at one time; Experience Level III.

LAKE CAMPGROUND

Due to its proximity to Jackson Lake, Lake Campground presently receives very heavy use. Pedestrian and vehicular circulation conflicts with traffic on the Big Pines Highway creating serious safety hazards and lowering the quality of the user's recreation experience. In addition, the site is not large enough to accommodate the great demand for overnight use adjacent to a natural lake in the High Country. Various resource constraints prevent the enlargement of present facilities. Nevertheless, user safety and convenience and resource protection measures will be undertaken through planned site modification, thereby providing continued use of the campground. It will continue to accommodate approximately 25 people at one time; Experience Level III.

Although Camp Verdugo Pines is situated near the lake in an area highly desirable for use by the general public, it currently meets many of the goals and objectives of the High Country Plan. Its continued use as an organization camp will be permitted as long as it continues to significantly serve and educate (on a year-round basis) the handicapped, elderly, youth, underprivileged and those persons who would otherwise not have the opportunity to enjoy the High Country. Anticipating increased future use of Jackson Lake, site development planning at Camp Verdugo Pines must include adequate resource protection measures such as defined vehicle and pedestrian routes, signing and a non-polluting sewage disposal system.

GRASSY HOLLOW CAMPGROUND

Grassy Hollow will remain a family campground accommodating 75 people at one time. Two additional developments are planned: (1) a connecting trail to the Pacific Crest Trail and (2) a potable water system to be developed in conjunction with the West Blue Ridge water system. Grassy Hollow will continue to be an Experience Level III campground.

TABLE MOUNTAIN CAMPGROUND

Because of its close proximity to the Big Pines Visitor Center, Table Mountain Campground is expected to receive additional use. It currently accommodates 575 people at one time. It will be expanded into the area west of the existing campground to accommodate a combined total of 675 people at one time. This expansion will include some multifamily units as well as single family campsites. It will continue to be an Experience Level III facility.

BLUERIDGE CAMPGROUND

This small campground presently accommodates 40 people at one time. It will be redeveloped and expanded to accommodate both family and trail campers. Its total capacity will be 85 people at one time, Experience Level II.

CABIN FLAT CAMPGROUND

Cabin Flat will remain as it is now with a capacity of 55 people at one time; Experience Level II.

LUPINE CAMPGROUND

Lupine Campground will remain as it is now until demand indicates that expansion is necessary. Then, additional 11 campsites will be developed to accommodate a total of 110 people at one time (its present capacity is 55 people at one time); Experience Level II.

GUFFY CAMPGROUND

Guffy will remain a family campground accommodating 30 people at one time. Developments including water and additional sanitation facilities will be provided. Experience Level II is planned.

APPLE TREE CAMPGROUND

Apple Tree Campground accommodates 40 people at one time. Rehabilitation of Apple Tree will include reconstruction of the restrooms, tent pads, stoves, tables and walkways, plus improvement of the parking lot. Prior to this, however, the existing facilities should be removed and the site returned to its natural state, insofar as is possible, for a period of several years. After a period of rejuvenation, the facilities can again be installed and the campground reopened to the public; Experience Level III.

PEA VINE CAMPGROUND

Pea Vine will continue to accommodate 20 people at one time; Experience Level III.

SOUTH FORK CAMPGROUND

South Fork Campground will remain as currently developed to accommodate family camping. Its capacity is 105 people at one time; Experience Level II.

MESSENGER FLATS CAMPGROUND

This existing campground presently accommodates 50 people at one time. The Forest Service will expand the site to the west, adding another 90 people at one time to its capacity. A connecting trail to the Pacific Crest Trail will be provided. The total site capacity will be 140 people at one time; Experience Level II.

PINE HOLLOW CAMPGROUND

This site is presently a picnic ground accommodating 90 people at one time. It will be redeveloped as a family campground to accommodate approximately 70 people at one time. Redevelopment will include the construction of tent pads, walkways, signs, resource protection facilities and the relocation and rehabilitation of user convenience facilities. Experience Level III is planned.

ROUNDTOP CAMPGROUND

Roundtop presently accommodates 20 people at one time. Additional dispersed, unstructured camping will be provided, increasing its capacity to 90 people at one time. The Experience Level will remain II.

New Group Campgrounds

Five new group camps are planned for development as described below:

CENTINELLA GROUP CAMPGROUND

Until 1974, Camp Centinella was a Girl Scout camp. Although some structures, roads and other facilities still remain, Centinella is not being used for any recreation purposes. Although this site is adjacent to the Big Pines Highway, it is one of the most secluded sites in the Big Pines area, providing the desired combination of privacy and accessibility for a group campground.

As part of the Big Pines recreation complex, consistent with the High Country concept of providing higher experience levels nearer the three visitor centers, Centinella will become a group campground to accommodate approximately 120 people at one time. Due to topographic constraints, the design will provide a centralized parking area, with group camping clusters radiating out from it. Approximately three small clusters will be designed, rather than one large unit, in order to accommodate small groups of 30 to 40 people at one time as well as one larger group.

Tent pads, toilets, showers, group cooking stoves, food preparation and dining tables and potable water will be provided. The latest technology will be applied to reduce maintenance costs of these facilities, such as solar water heaters. Signs, barriers and additional site protective measures will also be taken to preserve resource values and to meet the needs of the users. Trails to the Big Pines Visitor Center and Jackson Lake will also be considered. Centinella will be an Experience Level V group campground.

JACKSON FLAT GROUP CAMPGROUND

Located above Jackson Lake on West Blue Ridge, Jackson Flat is one of the most scenic campground sites in the High Country. Magnificent 300 year-old gnarled Jeffrey pines, vigorous undergrowth and a panoramic view of Antelope Valley, Los Angeles basin and Catalina Island all contribute to the character of this high quality site.

Jackson Flat has been used by occasional hunters and off-road vehicle enthusiasts for many years. In some cases, sensitive vegetation and other resources have been lost due to a few careless recreationists.

In 1976 the first phase of Jackson Flat Group Campground was completed. This consisted of the installation of the West Blue Ridge water system, other utilities, parking and access road to the site. The basic design provides centralized parking with five walk-in group units. Vehicular access within the environmentally sensitive portion of the site is prohibited. The next stages of development will include the construction of toilets, a group gathering area, an open-space play area, a combination water tank and observation deck, camping areas and all other necessary facilities. A nature trail is also planned to integrate the educational experience with camping. Connector trails to the nearby Pacific Crest Trail and Jackson Lake are also provided. Jackson Flat is designed to accommodate approximately 180 people at one time, with an Experience Level III planned. The Forest Service intends to open Jackson Flat for public group use in 1982.

LIGHTNING POINT GROUP CAMPGROUND

Lightning Point is situated on a 30 acre pine and oak covered, gently rolling site west of Mount Gleason. Used for the past 30 years as an informal group campground, five rustic campsites presently consist of fire rings and tables with portable chemical toilets rented for groups using the site on a reservation basis. No electricity or water is presently provided. Present user groups include scouting, church and hiking organizations.

Lightning Point has been designed as a reservation group campground accommodating 300 people at one time. As with other group campgrounds in the High Country, centralized parking will be provided with no vehicular traffic permitted within the camping areas themselves, except for an occasional maintenance vehicle or for the delivery of heavy supplies to the campsites. Six group camping units will be provided with an individual capacity of 30 to 70 people at one time. The upper portion of the site will be constructed to accommodate equestrian groups and other users. Corrals, hitching racks and water troughs will be provided for approximately 75 horses at one time. A hiking and riding trail will be built to the Pacific Crest Trail from Lightning Point. Facilities for all camp units include potable water, tent areas, cooking grills, food preparation and dining tables and a group fire circle. Flush toilets will be constructed near each unit. A nature trail will provide an educational opportunity on the site. The design concept incorporates a vandal-resistant theme, using durable, low-maintenance materials. Lightning Point will be an Experience Level III site.

BEAR TRAP GROUP CAMPGROUND

Bear Trap Group Campground is situated on a 28 acre plantation site near the Mount Gleason Environmental Education Center adjacent to the Pacific Crest Trail. Bear Trap

burned in 1967. Since then management activities have included reforestation, erosion control, cleanup and other rehabilitation work. Access to the site is provided by an existing road from the Mount Gleason Road and can be improved to serve the proposed group campground. Although it is located close to major roads and trails, Bear Trap is secluded and offers an excellent opportunity for group camping on a reservation basis.

Basic concepts for the design of Bear Trap include three parking areas each serving a group camping unit for 50 to 80 people at one time. One of these three units may be designed specifically to accommodate self-contained recreation vehicles such as motorhomes and trailers. Because of its sloping topography, tent, parking and dining areas will probably be situated on terraces, with changes in elevation defining use area boundaries.

Facilities at each unit will be designed to resist vandalism and harsh weather, and will reflect the natural character of the site. Although there is an increasingly large demand for group facilities in the High Country, the Forest Service does not plan to develop Bear Trap Group Campground until the existing plantation is more mature and the nearby Lightning Point facilities have been used and tested for a few years. When ultimately developed, Bear Trap group campground will accommodate approximately 200 people at one time, Experience Level III.

PRAIRIE FORK GROUP CAMPGROUND

This small group site will be constructed for equestrian use in the Prairie Fork area adjacent to the Forest boundary. It will be designed to offer organized groups a sense of adventure, providing only a few comfort and convenience facilities. These facilities may include rustic toilets and stoves, a food preparation table, group dining tables and natural-appearing tent areas. Vehicular access is provided along the existing dirt road, offering visitors a sense of challenge and achievement. In addition, a short connecting trail will be constructed as part of the campground development, linking the site to the Fish Fork Trail and the Pacific Crest Trail at Wright Mountain. Prairie Fork will accommodate approximately 60 people at one time; Experience Level II.

Existing Group Campgrounds

There are three heavily used High Country group campgrounds. The increasing demands by organized groups for High Country outings results in overuse of these facilities. Consequently, facilities and site resources are in need of rehabilitation.

BANDIDO GROUP CAMPGROUND

Bandido is the only existing group campground in the High Country specifically designed with equestrian facilities. Therefore, it receives extremely heavy use throughout the year by equestrian as well as other organized groups. Overuse and often crowded conditions tend to degrade the user's recreation experience.

The Forest Service will redevelop Bandido Group Campground to accommodate 120 people at one time. there will be no change in the capacity. Parking will be provided adjacent to horse corrals so that feed and tack normally stored in a truck or trailer need not be carried more than a few feet. Group fire circles, cooking and dining areas will be constructed of rustic appearing, durable materials. Excessive loss of vegetation and erosion will be avoided through the proper design and construction of the site. Hitching rails, water troughs and other equestrian facilities will be designed for low maintenance and aesthetic value and will be placed where they will not become hazards to non-equestrian groups using the site. A connector trail to the proposed Burrito Trail Camp, Mt. Hillyer loop trail and the Pacific Crest Trail will be provided as an integral part of the reconstruction work. Bandido will remain an Experience Level III campground.

DEER FLAT GROUP CAMPGROUND

Deer Flat is the only designated group campground in the Crystal Lake Recreation Area. Originally constructed by the Civilian Conservation Corps, Deer Flat has received intensive group use for nearly 50 years. The results of overuse, vandalism and the inadequacy of its facilities to meet the needs of today's organized groups are evident on the site. Originally built for a maximum of 235 people, as many as 800 have used Deer Flat at one time. Most of the roads, the water system and other camp facilities were inundated by floods in 1969. Since then, minor rehabilitation efforts have attempted to keep the site in useable condition in order to meet increasing demands for group camping in the area.

The Forest Service has redesigned Deer Flat, providing a central parking area with nine group camps, each averaging 40 people at one time. Small loop roads provide access to each group camp for service and delivery of supplies. A gathering area, nature trail, creative open space and connector trails to Crystal Lake and Mt. Islip are provided, in addition to group cooking, dining, tent and fire circle facilities. Deer Flat reopened for public use in 1979. It is designed for a total maximum capacity of 300 people at one time; Experience Level III.

SOUTH FORK GROUP CAMPGROUND

South Fork Group Campground is adjacent to the South Fork family campground. It will be maintained as currently developed to accommodate 50 people at one time. Some general rehabilitation work, such as new tables, stoves, vegetative screening, etc. will be provided. Equestrian use of this site will be continued. The Experience Level will remain II.

Trail Camps

Although trail camps vary in character and planned experience levels, the facilities provided are basically the same for each. Trail camps will be small, normally ranging from two to

ten individual camp units. They will be provided with rustic tables and benches, stoves or fire circles of native stone (consistent with fire regulations) and natural-appearing, graded tent areas to accommodate small tents. In addition, a rustic toilet facility will be provided for each trail camp. Individual camp units will be provided for each trail camp. Individual camp units will be secluded and dispersed throughout the site to maximize privacy and the desired "back country" camping experience. Very little site work will be done in constructing trail camps. Vegetative removal and site grading will be held to a minimum. Only the essential facilities for site protection, user convenience and safety will be provided. Except for a rustic sign, an occasional table or fire-circle, most High Country trail camps will be unnoticed by the casual hiker or equestrian.

Trail camps are an integral part of the High Country equestrian and hiking trail system. They are carefully located where they best serve the needs of trail users. While some are adjacent to designated trailheads, most of the High Country trail camps are located at about half-day intervals for the average hiker. Hikers and equestrians will not camp at every site along a trail, but will most likely stop at every second or third site along a given route. The intermediate camps may be used for rest stops along the way or for filling canteens and watering horses. Trail camps adjacent to trailhead parking areas are important for trail users who arrive too late in the day to begin their hike.

The Forest Service will provide a total of 23 designated trail camps in the High Country. Their locations are shown on the Campgrounds Map and on the Trails Map in the appendix. Of these camps, only 6 exist. The Forest Service will provide 18 new trailcamps, to emphasize dispersed use in the High Country.

New Trail Camps

The new trail camp names, locations, capacities and planned experience levels are described below:

MOUNT GLEASON TRAIL CAMP

The Forest Service will construct a four-unit trail camp along the Pacific Crest Trail just east of the Lightning Point Trail junction. The original capacity of this camp will be appproximately 20 people at one time, with expansion potential to 50 people in the future. Planned Experience Level is I.

DAHL TRAIL CAMP

This trail camp will be constructed adjacent to the Pacific Crest Trail between Sheep Springs and Sulphur Springs, southwest of Pinyon Flats. There will be approximately five camp units with a maximum capacity of 25 people at one time. Planned Experience Level I.

BURRITO TRAIL CAMP

The Forest Service will develop a trail camp along the Silver Moccasin Trail suitable for both family use and small groups. The site is a small basin between Horse Flats and Bandido campgrounds. This camp will accommodate approximately 50 people at one time; Experience I.

MOUNT MOONEY TRAIL CAMP

The Forest Service will provide a trail camp suitable for both group and family camping along the Silver Moccasin Trail in the vacinity of Mount Mooney Picnicground. This camp will accommodate approximately 75 people at one time; Experience Level II.

BIG BUCK TRAIL CAMP

Located along the Pacific Crest Trail between Mill Creek Summit and Mount Gleason, Big Buck will be constructed to accommodate approximately 20 people at one time; Experience Level I.

MILL CREEK TRAIL CAMP

The Forest Service will construct a small trail camp just east of Mill Creek Fire Station below the existing heliport. The site is within an existing hardwood plantation and is a short walk from the proposed Mill Creek Trailhead. Approximately four camp units will provide for a maximum of 20 people at one time; Experience Level II.

PACIFICO MOUNTAIN TRAIL CAMP

This five camp unit site will be constructed along the Pacific Crest Trail approximately four miles east of Mill Creek Fire Station on Pacifico Mountain, one-half mile north of the existing family campground. This camp will be designed to accommodate approximately 25 people at one time; Experience Level I.

SHEEP SPRINGS TRAIL CAMP

The Forest Service will provide camping facilities at Sheep Springs near the Pacific Crest Trail. This trail camp will be designed to accommodate a maximum of 20 people at one time in four camp units; Experience Level I.

SHORTCUT TRAIL CAMP

Located between Shortcut Fire Station and Charlton Flats along the Silver Moccasin Trail, this camp will be developed as five individual camp units. Its total capacity will be 25 people at one time; Experience Level I.

MOUNT WATERMAN TRAIL CAMP

This small trail camp will be developed along the Mount Waterman trail, just southeast of the junction of the proposed Devils Twin Trail and the northern loop of the Mount Waterman Trail near the existing spring. Only four camp units will be built, having a maximum combined capacity of 20 people at one time and the Experience Level is Primitive.

DEVILS FALLS TRAIL CAMP

The Forest Service will develop a small trail camp within the San Gabriel Wilderness just above the Devils Canyon Falls. This camp will be accessible from the proposed Devils Canyon Trail. Maximum capacity will be 25 people at one time and the Experience Level is Primitive.

BURKHART TRAIL CAMP

This camp will be constructed along the Burkhart Trail, near Burkhart Saddle. It will accommodate approximately 20 people at one time; Experience Level I.

LAMEL SPRINGS TRAIL CAMP

This small trail camp will be constructed along the Pacific Crest Trail between Vincent Gap and Mt. Baden Powell. It will accommodate a maximum capacity of 20 people at one time; Experience Level I.

SOUTH MOUNT HAWKINS TRAIL CAMP

A small trail camp will be constructed along the proposed South Iron Fork Trail on South Mt. Hawkins to accommodate a maximum capacity of 20 people at one time; Experience Level I.

LILLY SPRINGS TRAIL CAMP

Located along the Pacific Crest Trail four miles east of Little Jimmy Trail Camp, Lilly Springs presently receives a few overnight trail users. To protect sensitive resources and to provide needed facilities, the Forest Service will construct a four unit trail camp to accommodate a maximum total capacity of 20 people at one time; Experience Level I.

THROOP PEAK TRAIL CAMP

The Forest Service will develop a small trail camp on Throop Peak along the Pacific Crest Trail between Lamel Springs and Lilly Springs. This camp will accommodate a maximum of 20 people at one time. Experience Level will be Primitive.

LITTLE ROCK TRAIL CAMP

Located at the junction of Little Rock Creek and the Pacific Crest Trail, this camp will be developed to accommodate approximately 20 people at one time; Experience Level I.

NORTH IRON FORK TRAIL CAMP

This small camp will be constructed at the north terminus of the North Iron Fork Trail. It will accommodate approximately 20 people at one time in four campsites. The Experience Level will be Primitive.

Existing Trail Camps

There are five existing High Country trail camps. In most cases facilities are in need of repair and camp redevelopment work is needed to provide for increased use of High Country trails. Also, additional resource protection facilities may be required at some sites to accommodate increased use without adverse impacts on various resources. Protective facilities may include the relocation of camp units or toilet facilities presently too near water sources and drainages, and the removal of unnecessary or visually obtrusive facilities.

COOPER CANYON TRAIL CAMP

This existing camp will be redeveloped to better meet the needs of potential users and to better protect resource values on the site. It will maintain its current maximum capacity of 75 people at one time and remain Experience Level I.

LITTLE JIMMY TRAIL CAMP

This trail camp will be redeveloped to meet the increasing needs for larger trail sites along the Pacific Crest Trail to protect sensitive resource values. Because of its close proximity to the Angeles Crest Highway, Little Jimmy receives a great deal of use. Consequently, the site is in need of rehabilitation. The existing maximum capacity of 125 people at one time will remain. The present Experience Level will also remain the same, Level II.

MINE GULCH TRAIL CAMP

This existing small camp along the Vincent Trail at the junction of the Prairie Fork Trail will be slightly expanded to accommodate anticipated increased use. Only minor rehabilitation work is required. The present capacity of 20 people at one time will be increased to a maximum of 25. The Experience Level will remain Primitive.

UPPER FISH FORK TRAIL CAMP

This small camp along the Fish Fork Trail will be redeveloped and expanded. Its present capacity is 10 people at one time. It will be expanded to a maximum capacity of 20. The Experienced Level will remain Primitive.

LITTLE FISH FORK TRAIL CAMP

This camp will also be enlarged from 10 people at one time to 20. As with the other existing trail camps in the High Country, minor rehabilitation will be done to improve facilities and protect resources. The Experience Level will remain Primitive.

Picnicking

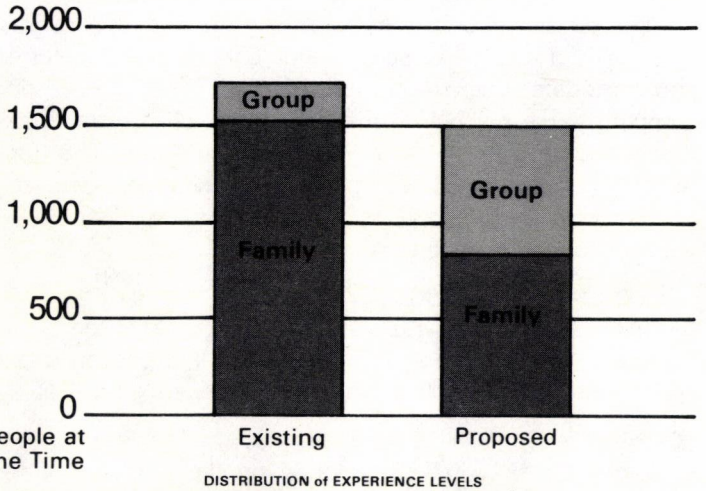
Field data indicate that picnic sites are in greatest demand near major attractions such as lakes, visitor centers and other points of interest. Picnic sites elsewhere have rarely received significant use. Therefore, the High Country Plan provides picnicking only in the vicinity of major attractions.

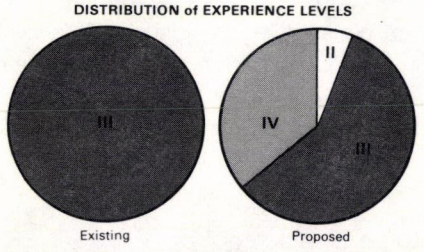
Currrently all High Country picnicking offers the same experience level. Site densities, facilities and accessibility basically provide the same experience at all picnic grounds; the only differences being individual site characteristics. This lack of variety tends to appeal to a narrow range of users.

OBJECTIVE

Provide picnicking near major attractions such as lakes, visitor centers and other points of significant interest to offer a range of experiences with a greater choice of facilities, privacy and accessibility.

PICNIC GROUNDS CAPACITY





MANAGEMENT DIRECTION

There are 18 picnic sites planned in the High Country, four of which accommodate groups. Approximately 650 people can be accommodated at one time in sites with group facilities and 850 people at one time in family sites. Group sites include food preparation and serving tables, stoves, restrooms, bus parking and drinking water. In addition, five existing sites accommodating a total of 265 people at one time are planned for removal or conversion to other uses because they are underutilized and costly to maintain. Site names, locations, capacities and planned experience levels follow. Picnic ground locations are shown on the Picnic Grounds Map in the appendix.

BIG PINES PICNIC GROUND

This family picnic ground will be located behind the Big Pines Visitor Center and constructed to accommodate approximately 35 people at one time. Facilities will include a path linking the site to the Big Pines Visitor Center and other use areas. Experience Level IV.

CHILAO PICNIC GROUND

This picnic ground is adjacent to the proposed Chilao Visitor Center and is presently an overnight use area. Redevelopment will include year-round facilities for groups and single families with adequate separation between them. Approximately 225 people will be accommodated at one time. A creative open space area is also planned in addition to trails linking the site to the Chilao Visitor Center and other use areas. The planned Experience Level is IV.

CHARLTON FLATS PICNIC GROUND

Charlton Flats is presently a large picnic ground accommodating 920 people at one time. Because of the conversion of the upper portion of the site to camping only, the lower area will be retained for picnicking. Redevelopment will provide facilities for both group and family use. The new picnicking capacity will be approximately 200 people at one time; Experience Level III

MOUNT MOONEY PICNIC GROUND

A small picnic ground will be developed in conjunction with the observation point at the intersection of roads 3N15 and the Mt. Mooney access road from Highway 2. Because the Silver Moccasin Trail is planned for relocation along 3N15, vehicular traffic along this road will be restricted to emergency vehicles and members of the Stony Ridge Observatory. Gates will be placed at this intersection for administrative purposes. The picnic ground and observation point are day use facilities only as night use would have an adverse effect on photography at the observatory. Mount Mooney will accommodate a total of 35 people at one time, Experience Level III.

PONDEROSA PICNIC GROUND

Studies are now being conducted to determine the feasibility of water impoundment in Alder Creek for recreation purposes. If these studies indicate that development of Alder Lake is possible, this picnic ground will be part of that development. Located just beyond the upper limits of the proposed lake, Ponderosa will accommodate 65 people at one time; Experience Level II.

CHARLAO PICNIC GROUND

This picnic ground also depends on the development of Alder Lake (see above) and is located just above the south abutment of the proposed Alder Dam. Four family units are planned to accommodate 20 people at one time; Experience Level II.

ALDER LAKE PICNIC GROUND

As with the above two sites, this picnic ground will be developed in conjunction with the lake. It is located on the pine covered flats just west of the upper limits of the proposed lake and adjacent to the beach. It will accommodate 100 people at one time; Experience Level III.

MEMORIAL PLANTATION PICNIC GROUND

This site will be developed within the memorial plantation across Highway 2 from Charlton Flat. It will accommodate approximately 50 people at one time. The construction of parking facilities will require the relocation of the existing warehouse; Experience Level III.

WHITEHORN PICNIC GROUND

This small site along Highway 2 will be maintained to accommodate its present capacity of 45 people at one time; Experience Level III.

MESCAL PICNIC GROUND

This site along the Big Pines Highway will be maintained to accommodate its present capacity of 45 people at one time; Experience Level III.

ARCH PICNIC GROUND

This existing family picnic ground located one-half mile from the Big Pines Visitor Center on the Big Pines Highway will be redeveloped to better utilize the site and protect resource values. Its present capacity of 65 people at one time, Experience Level III, will be maintained.

TABLE MOUNTAIN PICNIC GROUND

To minimize conflicts with the existing ski area, this family picnic ground will be redeveloped to accommodate a total of 50 people at one time; Experience Level IV. It is presently Experience Level III with a capacity of 30 people at one time.

CRYSTAL LAKE PICNIC GROUND

The picnicking area along the west shore of Crystal Lake will be redeveloped and expanded to best meet the needs of recreationists. Its present capacity of 40 people at one time will be increased to 55. The Experience Level will remain III.

EAGLES ROOST PICNIC GROUND

This family picnic ground along Highway 2 will be maintained as presently developed. Capacity is 60 people at one time; Experience Level III.

MILL CREEK PICNIC GROUND

In conjunction with the development of trailhead parking facilities for the Pacific Crest Trail at Mill Creek Summit, the existing family picnic ground will be redeveloped to accommodate approximately 50 people at one time. The present capacity is 45. The Experience Level will remain III.

FAWNSKIN PICNIC GROUND

This picnic ground will be redeveloped and expanded southeast of the proposed Crystal Lake Visitor Center to accommodate both group and family use. The existing camping area within Tanager Loop of Crystal Lake Campground will be converted to picnicking. The total picnicking capacity will be 225 people at one time. It presently accommodates 65 people at one time. The Experience Level will be changed from III to IV.

MOUNT GLEASON PICNIC GROUND

This picnic ground will be developed adjacent to the Mount Gleason Observation Point and will accommodate approximately 50 people at one time; Experience Level III.

SOLDIER CREEK PICNIC GROUND

Soldier Creek will be developed on the old, abandoned Crystal Lake administrative site just southwest of the Crystal Lake Junction. A central parking lot with radiating paths will provide access to approximately 25 family units to be developed on the site. Drinking water, restrooms, tables and grills will be provided to accommodate approximately 125 people at one time; Experience Level III.

Picnic Sites to be Eliminated

RIDGECREST PICNIC GROUND

Present capacity is 30 people at one time; Experience Level III. Eliminate facilities and return site to its natural condition.

VISTA PICNIC GROUND

Present capacity is 60 people at one time; Experience Level III. Eliminate facilities and maintain parking area for sightseers.

PINE HOLLOW PICNIC GROUND

Present capacity is 90 people at one time; Experience Level III. It will be redeveloped and converted to Family camping for approximately 70 people at one time (see page 52).

LODGEPOLE PICNIC GROUND

Present capacity is 45 people at one time; Experience Level III. Picnic facilities will be eliminated and the site returned to its natural condition.

WEST PINE FLATS PICNIC GROUND

Present capacity is 40 people at one time; Experience Level III. The facilities will be removed and the site returned to its natural condition.

SHADY SLOPE PICNIC GROUND

Present capacity is 135 people at one time; Experience Level III. These facilities are underutilized and are located within the Mt. High Ski Area where they pose serious safety problems for skiers. Eliminate facilities and return site to its natural condition.

Planned Open Space

Historically, usable open space within or adjacent to major recreation areas has been reserved for parking lots, campsites, administrative facilities and other single-purpose developments. Open space areas for a variety of outdoor recreational and educational activities such as tossing frisbies and group nature investigations have not been planned, but these uses nevertheless occur in areas primarily designed for other purposes. This often results in user conflicts, unsafe conditions and resource damage.

Open space areas are perhaps most important to visitors less familiar with forest-related recreation, such as hiking and wildlife observation. These people often come to the High County for a day or weekend to escape the heat and congestion of the city, spending their time in recreational activities with which they are most familiar. Convenient opportunities for learning more about recreating in the forest environment are not readily available. Therefore, the open space areas are provided for three primary purposes: (1) as areas where familiar recreation activities can be pursued, (2) as transitional areas allowing visitors to become better acquainted with forest-related activities and (3) as a means to reduce user conflict.

Although suitable open space areas exist naturally within the three hub areas, it is a key part of the overall planning concept that some of these areas must be reserved from development and not included in the expansion plans for campgrounds or parking lots.

Facilities will not include ballparks, arenas, provisions for formal spectator sports or play equipment. Other than minor grading and planting of vegetation, no development is required.

OBJECTIVE

Provide planned open space near each of the three High Country hub areas to create transitional and recreational opportunities for a greater mix of public interests.

MANAGEMENT

Planned open space locations are shown on the Planned Open Space Map in the appendix. Provide four planned open space areas in the High Country located at: (1) Deer Flats Group Campground, (2) Crystal Lake, (3) Chilao and (4) Jackson Flat Group Campground.

Water Recreation

Forest visitors are generally attracted to lakes and streams for recreational purposes, due no doubt to the refreshing and relaxing qualities of swimming, boating and fishing. However, water recreation is a limited commodity in the High Country.With the exception of minor stream use in a few canyon bottoms, two small lakes provide nearly all water-related recreation. As a result, recreation demand for both Jackson Lake and Crystal Lake far exceeds their physical capability to meet this demand.

While it is recognized that increasing demands for water recreation can never by fully met in the High Country, certain management practices can shift demand to other locations and improve the quality of both lakes and the recreational opportunities they provide.

Two potential sites for water impoundment have been selected for study. If development is feasible, these two small lakes will help absorb some of the demand for water-related recreation in the High Country.

OBJECTIVE

Maintain or enhance quality water recreation experiences consistent with the capability of the resources.

MANAGEMENT DIRECTION

The existing lake capacity for water recreation in the High Country is estimated to be 600 swimmers and 150 fishermen (or 100 boaters) at one time. Through improved maintenance and facility development, the quality of the recreation experience at Jackson and Crystal Lakes can be improved. With the added potential opportunities provided by the two water impoundment projects, a total of 945 swimmers and 309 fishmen (or 135 boaters) can be accommodated at one time.

In addition, opportunities will be provided for increased dispersed water recreation, including stream fishing and wading. Current dispersed water recreation in the High Country is expected to double by 1990 because of increased trail construction into canyon bottoms. Although use figures for this activity are not currently available, it can reasonably be assumed that 150 people at one time can be accommodated without noticeable effect on the resources, provided they are dispersed along all High Country streams.

The above figures are only rough approximations and should be used cautiously. Water recreation locations are shown on the Planned Open Space Map in the appendix.

ADLER LAKE

If results of current feasibility studies are positive, an earthfill dam will be proposed for construction on Alder Creek between the Charlton and Chilao Recreation Areas. This will provide a recreation lake with a water surface area of 8.5 acres with an adjacent beach area of 1.4 acres. The lake and beach area will accommodate a combination of approximately 300 swimmers

and sunbathers at one time. In addition, it will provide for 80 fishermen or 36 boaters at one time (12 boats, three people per boat) or some combination of fishermen and boaters.

Alder Lake will be a walk-in site, the only vehicular access being a narrow, low-standard road for administrative purposes. The road may, however, be used by bicyclists. Parking will be provided one mile west of Alder Lake near Charlton Picnic Ground, one and one-half miles east near the existing lower Chilao entrance road. No motorized boating or ramp launching will be permitted. Appropriate facilities for recreational needs and resource protection will be provided.

JACKSON LAKE

Rehabilitation of Jackson Lake will generally include dredging and reshaping the lake bottom, provisions for controlling water level, redesign and construction of facilities for recreation and resource protection. Water surface area will be approximately eight acres; the beach area approximately 1.2 acres. A combination of approximately 210 swimmers and sunbathers will be accommodated at one time. In addition, it is estimated that 100 fishermen or 36 boaters at one time, or a combination of the two will be accommodated. No motorized boating or ramp launching will be permitted.

CRYSTAL LAKE

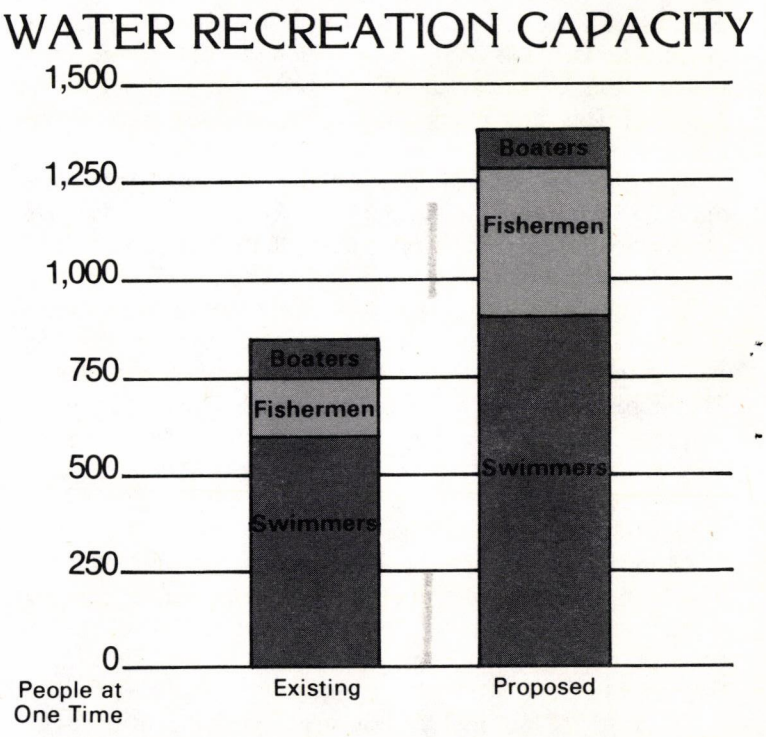
Rehabilitation of Crystal Lake will generally include provisions for raising the water level approximately seven to ten feet above its current normal 5510 foot level of elevation. Improved parking and circulation, and other facilities for recreation and resource protection will be provided. Its 4.4 surface acres will accommodate a combination of approximately 260 swimmers and sunbathers at one time. Also, approximately 57 fishermen or 30 boaters, or some combination of the two, can be accommodated at one time. No motorized boating or ramp launching will be permitted. The existing small store and boat rental concession will be maintained. Improved access to the Lake from the Visitor Center will be provided for the elderly and handicapped.

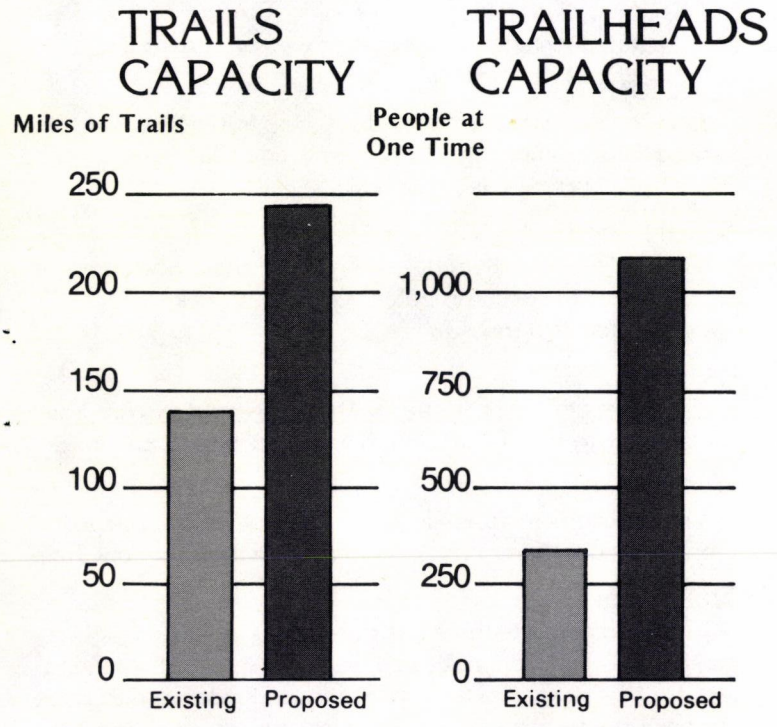
GOLDENCUP LAKE

If results of feasibility studies are positive, an earth-fill dam will be proposed for construction adjacent to Highway 39 in San Gabriel Canyon below the Crystal Lake Recreation Area. This will provide a lake with a water surface of four to six acres accommodating a combination of 175 swimmers and sunbathers at one time. In addition, approximately 72 fishermen or 33 boaters, or a combination of the two, may be accommodated at one time. No motorized boating or ramp launching will be permitted. Appropriate recreational, circulation and sanitary facilities will be provided.

Trails

It is estimated that by 1990 trail use in Angeles High Country may increase by as much as 40 percent. To meet this increased demand and still maintain a quality backcountry experience, a total of approximately 247 miles of trails are needed. Of this





total, approximately 135 miles exist and 112 miles will be either new or reconstructed trails. These new trails are planned to provide interesting day activities near developed sites and a greater variety of options and challenges for longer trips.

Generally, hikers and equestrians will use the same trails. However, distinctions will be made when necessary to protect resources and the quality of experience for each user group. Standard design and maintenance criteria as stated in the Forest Service Manual will be applied to all trails.

OBJECTIVE

Provide a High Country trail system offering visitors a wide variety of recreational and educational forest experiences while protecting resource values.

In cooperation with Los Angeles County, local city governments, other agencies and special interest groups, the Forest Service will develop and operate a trail system with the overall objective of providing a comprehensive system of trails which connect the High Country with other trail systems and the urban communities.

MANAGEMENT DIRECTION

Trail names and locations are shown on the Trails Map in the appendix. Trails to be constructed or reconstructed are described below.

LIGHTNING POINT TRAIL

A connecting trail from Lightning Point Group Campground to the existing Messenger Flats spur trail will be constructed to provide access to the Pacific Crest Trail ; approximate length is one mile.

ROUNDTOP MOUNTAIN TRAIL

Roundtop Mountain Trail will be constructed from Roundtop Mountain to the Alder Creek Trail, avoiding private land in the Loomis Ranch area; length is approximately two miles.

GRANITE MOUNTAIN TRAIL

This trail will be constructed from Roundtop Mountain, north along the ridge, across Forest Road 3N17, to the existing jeep trail to connect with the Pacific Crest Trail; length is approximately five and one-half miles.

ALDER CREEK TRAIL

This trail originates at the junction of the Roundtop Mountain Trail and existing Alder Creek Trail. From this point it travels up the Middle Fork of Alder Creek and connects with Mount Hillyer Trail southeast of Alder Saddle. Trail length is approximately three and one-half miles.

INDIAN RIDGE TRAIL

Also originating at the junction of the Roundtop Mountain Trail and the Alder Creek Trail, this trail will be constructed on the ridge above the North Fork of Alder Creek. It joins the Pacific Crest Trail just west of Mount Pacifico. Trail length is approximately three and one-half miles.

MOUNT HILLYER TRAIL

New construction will include a trail from Mount Hillyer to the Pacific Crest Trail west of Sulphur Springs, a distance of approximately two miles. In addition, the existing one-mile section of trail from Mount Hillyer to Horse Flats will be reconstructed, providing a variety of shorter loop trails.

BANDIDO LOOP TRAIL

This trail will be reconstructed along the remnants of the old trail between the Chilao Recreation Area and Bandido Campground, a distance of one mile.

DEVILS CANYON TRAIL

A new trail will be constructed from Devore Campground to Devils Canyon Trail Camp. In addition, the lower one mile of the existing Devils Canyon Trail will be reconstructed; total trail length is estimated to be 19 miles.

DEVILS TWIN TRAIL

This trail will be constructed from Devils Canyon Trail Camp to the existing Mount Waterman Trail; length is estimated to be six and one-half miles.

CRYSTAL LAKE LOOP TRAIL

Originating at the Yerba Santa Amphitheater, a loop trail will be constructed south to the junction of Highway 39 and the Crystal Lake Road, then west above Crystal Lake, then north through Deer Flats Campground, terminating at the junction of the existing trail to Windy Gap and the Mount Hawkins Road; length of this trail is estimated to be four miles.

ISLIP TRAIL

New construction will extend the existing Islip Trail southwest along the ridge to ultimately join the Crystal Lake Loop Trail, a distance of approximately three miles.

SOUTH IRON FORK TRAIL

This trail will be constructed from the East Fork on the San Gabriel River to South Mount Hawkins, then north to join with the Pacific Crest Trail at Mount Hawkins; trail length will be approximately nine miles.

SAN ANDREAS TRAIL

Construction of this trail provides access from the Big Pines Visitor Center to Jackson Lake. It will also serve as a trail to interpret the San Adreas Fault; approximate length is four miles.

JACKSON TRAIL

This existing trail from Jackson Lake to the Pacific Crest Trail just west of Jackson Flat Group Campground will be redeveloped; approximate length is three miles.

MANZANITA TRAIL

The remaining one-half of uncompleted trail will be completed connecting Vincent Gap to South Fork Campground. In addition, existing portions of the trail will be rehabilitated. Total trail length is approximately six miles.

WILL THRALL TRAIL

Construction of this trail will connect the Williamson Trail to the Burkhart Trail near Will Thrall Peak. Approximate length is four miles.

SILVER MOCCASIN TRAIL

Sections of the Silver Moccasin Trail from Shortcut Trail Camp to Three Points may be rerouted where necessary to eliminate existing conflicts with other recreationists in the Charlton-Chilao Recreation Area. These conflicts include hikers wandering through developed campsites and use of family campsites as trail camps. The existing Silver Moccasin Trail will be maintained to provide access from Horse Flats and Shortcut to the Chilao Recreation Area.

BARLEY FLATS TRAIL

This trail provides access to the Alder Creek Trail from Red Box Station, a distance of approximately seven miles.

TOM SLOAN TRAIL

Construction of this trail provides access from Millard Canyon to Red Box, joining the Sam Merrill and Gabrielino Trails. Distance is approximately ten miles.

SOUTH FORK TRAIL

This trail from South Fork Campground to Islip Saddle will be rehabilitated to accommodate equestrian use. Length is approximately two miles.

FISH FORK TRAIL

The lower portion of this trail will be reconstructed to improve accessibility to Fish Fork. Length is approximately one-mile.

NORTH IRON FORK TRAIL

Construction of this 3-mile-long trail will provide access to the proposed North Iron Fork Trail Camp from the East Fork Trail.

Trailheads

Trailheads provide three basic services: (1) safe, off-highway parking and registration for trail users, (2) information and (3) restroom facilities. Existing trailheads are inadequate to serve current needs, parking is unsafe, and information and restrooms are often unavailable.

Eighteen trailheads are planned for the High County accommodating an estimated 1,076 people at one time or approximately 307 vehicles. Each trailhead will provide safe parking, visitor information, trash deposit points and restroom facilities. Wherever possible, parking facilities will be adjacent to but separated from main Forest roads and are planned to provide space for projected numbers and types of trail users, including adequate space for horse trailers. Information can include maps, regulations, points of interest and messages on provided boards. Restroom facilities may be temporary structures in some locations but will be planned as an integral part of each site design. Experience elsewhere indicates that when properly designed, temporary restroom facilities can be economical, easily maintained, functional and aesthetically attractive.

OBJECTIVE

Provide trailheads at locations along Forest roads for visitor safety, convenience and resource protection.

MANAGEMENT DIRECTION

Trailhead names and locations are shown on the Trails Map in the appendix and are described below:

MILL CREEK TRAILHEAD

This trailhead will be constructed adjacent to Mill Creek Picnic Ground to serve Pacific Crest Trail users. Its capacity is approximately 50 people at one time or 14 vehicles.

DEVILS CANYON TRAILHEAD

Reconstruction of the existing parking area for the Devils Canyon Trail will accommodate approximately 42 people or 12 vehicles at one time.

THREE POINTS TRAILHEAD

Construction of this trailhead provides access to the Silver Moccasin, Mount Waterman and Pacific Crest Trails. It will accommodate approximately 75 people or 21 vehicles at one time.

BUCKHORN TRAILHEAD

This trailhead serving Mt. Waterman and Burkhart trails will be developed near the Buckhorn Campground exit to accommodate approximately 60 people or 17 vehicles at one time.

BANDIDO TRAILHEAD

In the redevelopment phase of Bandido Campground, trailhead facilities will be maintained to provide access to local trails for campground users. Facilities for this trailhead will be provided within the campground.

EAGLES ROOST TRAILHEAD

This trailhead will be developed adjacent to the existing Eagles Roost Picnic Ground serving the Pacific Crest Trail and will accommodate approximately 50 people or 14 vehicles at one time.

RATTLESNAKE ROCK TRAILHEAD

Development of this trailhead will provide access to the Williamson and Pacific Crest Trails. Approximately 30 people or 9 vehicles at one time will be accommodated.

ISLIP SADDLE TRAILHEAD

Providing access to the Pacific Crest, South Fork, Will Thrall and Williamson Trails, development of this trailhead will accommodate 126 people or 36 vehicles at one time.

LITTLE JIMMY TRAILHEAD

This trailhead will be developed near Pine Hollow Campground to accommodate approximately 40 people or 11 vehicles at one time. It will serve the Pacific Crest, Mount Islip and Windy Gap Trails.

WATERMAN TRAILHEAD

Development of this trailhead will serve the Mount Waterman and Burkhart Trails and accommodate approximately 60 people or 17 vehicles at one time.

SOUTH FORK TRAILHEAD

This trailhead will be constructed in the vicinity of South Fork Campground to provide access to the Punchbowl, Manzanita and South Fork Trails. It will accommodate approximately 70 people or 20 vehicles at one time.

VINCENT GAP TRAILHEAD

Development of this trailhead will serve the users of the Pacific Crest, Manzanita and Mine Gulch Trails. It will accommodate approximately 145 people or 41 vehicles at one time.

INSPIRATION POINT TRAILHEAD

This trailhead will be developed across the highway from Inspiration Point to accommodate approximately 60 people or 17 vehicles at one time, serving the Pacific Crest Trail.

MOUNT WILSON TRAILHEAD

In conjunction with the redevelopment of the Mount Wilson facility, a trailhead will be developed serving the Mt. Wilson, Rattlesnake, Sturtevant, Rim and Gabrielino Trails. It will accommodate approximately 80 people or 23 vehicles at one time.

PRAIRIE FORK TRAILHEAD

This trailhead will be developed adjacent to Lupine Campground to primarily serve the Pine Mountain-Fish Fork area. It will accommodate 25 people or seven vehicles at one time, including adequate facilities for equestrian use.

CABIN FLAT TRAILHEAD

Adjacent to Cabin Flat Campground, this trailhead will be developed to accommodate 30 people or nine vehicles at one time, serving the Mine Gulch Trail.

WINDY GAP TRAILHEAD

Development of this trailhead in the Crystal Lake Recreation Area will provide access to the Crystal Lake Loop, Islip and Windy Gap Trails. It will accommodate approximately 90 people or 26 vehicles at one time.

SHOEMAKER TRAILHEAD

Located north of East Fork Station, this small trailhead will serve the Pacific Light and Power Trail and the Iron Fork Trail, providing a better entry point to the High Country. It will accommodate approximately 12 vehicles at one time.

Observation Points

Sightseeing and driving for pleasure account for more visitor days of recreation use than any other activity in the High Country. Observation points are provided to enhance this activity by identifying and interpreting scenic views along major travel routes. Five existing observation points in the High Country are currently designed to serve 290 people at one time.

Current demand exceeds this capacity by an estimated 20 percent. By 1990 demand is expected to more than double.

Fourteen observation points are planned in the High Country, accommodating a total of 630 people at one time. Each of these will include safe, off-highway parking, interpretive signing and other support facilities where feasible, such as drinking water, restrooms and benches. Feasibility of support facilities will be primarily determined by the economics of construction and maintenance and site resource constraints. Self-guided auto tours will be planned to utilize observation points whenever possible.

OBJECTIVE

Provide safe, educational, and interesting observation points along major travel routes overlooking scenic views.

MANAGEMENT DIRECTION

Observation point names and locations are shown on the Observation Points Map in the appendix are described below.

MILL CREEK SUMMIT OBSERVATION POINT

This observation point will be developed in conjunction with the proposed information arrival station at Mill Creek Summit. It will accommodate approximately 20 people at one time.

ALDER LAKE OBSERVATION POINT

If Alder Lake is constructed, this observation point will be developed approximately one-half mile north of the existing Charlton Burn Vista. It will accommodate approximately 25 people at one time.

MOUNT MOONEY OBSERVATION POINT

This observation point, adjacent to the Mount Mooney Picnic Ground and overlooking the Devils Canyon Area of the San Gabriel Wilderness, will be developed in conjunction with the picnic ground to accommodate approximately 35 people at one time. This observation point will be a day-use facility only, as night use would have an adverse effect on photography at Stony Ridge Observatory.

DEVILS CANYON OBSERVATION POINT

This existing overlook will be maintained as presently developed to accommodate approximately 25 people at one time.

REDTAIL OBSERVATION POINT

This observation point will be constructed on Highway 2 at Panorama Point and will accommodate approximately 25 people at one time.

RATTLESNAKE ROCK OBSERVATION POINT

Located just east of Eagles Roost Picnic Ground, this site will be developed to accommodate approximately 35 people at one time.

JARVI MEMORIAL OBSERVATION POINT

This existing overlook will be redeveloped and expanded to accommodate a total capacity of 110 people at one time.

COYOTE OBSERVATION POINT

This observation point will be developed on Highway 2 near White Fir Springs. It will accommodate approximately 25 people at one time.

PORCUPINE POINT OBSERVATION POINT

Development of this site on Highway 2 just east of Whitethorn will accommodate 25 people at one time.

INSPIRATION POINT OBSERVATION POINT

This existing observation point will be rehabilitated, maintaining its present capacity of 175 people at one time.

SAN GABRIEL OBSERVATION POINT

This observation point will be developed along Highway 39 near milepost 38.50 to accommodate 60 people at one time.

BEAR CREEK OBSERVATION POINT

This site is located on Highway 39 near milepost 41.34 and will be developed to accommodate approximately 30 people at one time.

MOUNT GLEASON OBSERVATION POINT

The existing water tank at Mount Gleason will be modified as an observation point accommodating approximately 15 people at one time.

TWIN PEAKS OBSERVATION POINT

Located just west of Snow Springs on Highway 39, this site will be developed to accommodate approximately 25 people at one time.

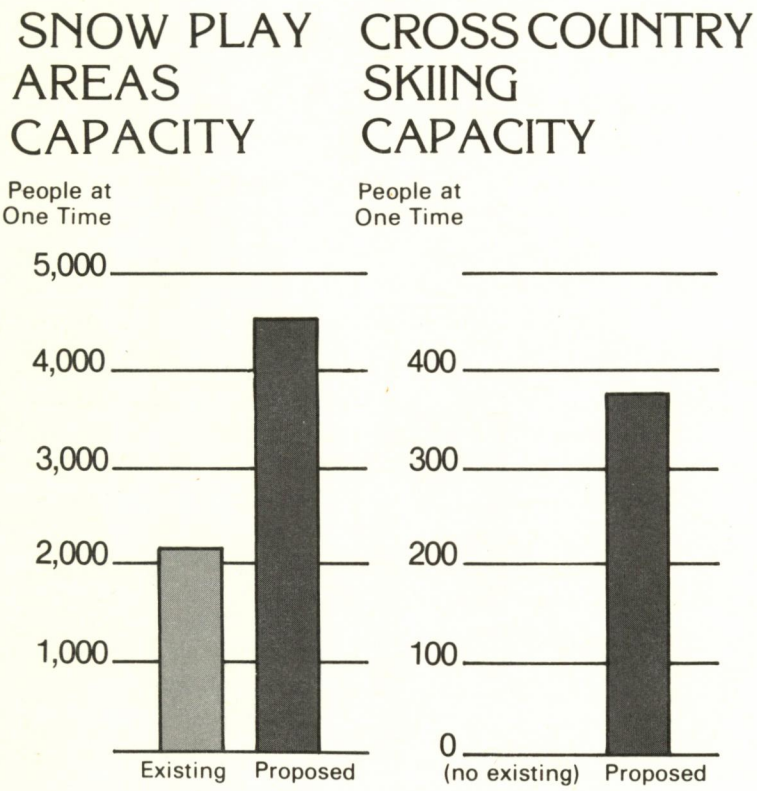
Organization Camps

Recent studies and contacts with inner city groups, indicate a desire for protected and controlled camping environments as a means for inexperienced campers to become more familiar with the High Country and the Forest in general. Visiting the High Country with friends or relatives, sharing a weekend outing without costly investments and having recreational needs, food and lodging provided, offers an excellent opportunity for introducing people to the forest environment. For many people, this introduction will ultimately provide the transition from an urban environment to a comfortable awareness of the many varied opportunities offered by the High Country.

There are currently 25 organization camps in the Angeles National Forest of which 20 camps with a capacity of 1785 people at one time are within the High Country. These organization camps presently provide a transition for many city residents by offering structured outdoor programs for municipal, religious, educational and recreational groups. Permittee organizations will be encouraged to invite others to use these camps. This added use would enhance the value of the camps and provide a service to the people of the greater Los Angeles area.

OBJECTIVE

Provide expanded use of existing organization camps to facilitate the visitor's transition from the urban to the forest experience.



MANAGEMENT DIRECTION

Organization camps will be contacted by the Forest Service and encouraged to expand their programs to include groups outside their chartered organizations.

The elderly, handicapped, underprivileged and other interested groups desiring a more structured, less primitive camping experience will be made aware of organization camps available for their use.

Wherever feasible, the Forest Service will encourage winterization of camp facilities for yearlong use.

The Forest Service will encourage organization camps to recognize their role in educating less expereienced visitors to an awareness of other opportunities available in the High Country.

The use of existing organization camps will be continued so long as they significantly contribute to the goals and objectives of the High Country Plan.

Ski and Snowplay Areas

Snow is a rarity in the lower elevations of Southern California, and when it appears in the High Country winter crowds rapidly overburden the few roads providing access to the winter sports areas. Because of marginal snow conditions, inadequate terrain and access, winter sport areas are limited in number and capacity. This results in heavy concentrations of people in relatively small areas, creating incredible congestion, less rewarding and often dangerous experiences. The demand for winter recreation is clearly greater than the High Country can support.

To further complicate matters, demand for High Country winter recreation is increasing at a rate of four percent annually. Provisions for accommodating this increase are restricted to a few additional snowplay areas and use of the existing High Country downhill ski areas. No additional downhill ski areas are proposed for development.

Although each ski area currently is responsible for providing its own master development plan, the Forest Service will provide the overall direction for all winter recreation activities to insure that the needs of the public are best being met and integrated with other resource uses and management.

OBJECTIVE

Provide safe and enjoyable winter recreation accommodating snow players as well as skiers, consistent with the capability of the High Country resources and year-round recreation opportunities.

MANAGEMENT DIRECTION

Ski Areas

There are five existing downhill ski areas in the High County. Each is equipped with lifts, a variety of downhill runs, day lodge, snack bar, restrooms and parking facilities. Current capacities are limited by available parking and access, although the slopes are capable of supporting additional skiers. Together the five ski areas accommodate a total of 7300 people at one time. The

names and locations of the areas are indicated on the Cross Country Ski Map in the appendix.

Potential capacities for each ski area have not been determined. However, for planning purposes the approximate potential capacities have been estimated to reflect the degree of expansion which may be possible.

Refinements or adjustments in these estimates will be made as the development plans for each ski area are approved.

KRATKA RIDGE SKI AREA

Current capacity is 800 people at one time. Inadequate parking is the primary limiting factor in use of this area. Parking is confined to turnouts and shoulders along Highway 2, presenting safety and traffic problems for both skiers and motorists. It is estimated this area could be expanded to accommodate 1000 people at one time.

MT WATERMAN SKI AREA

Current capacity is 800 people at one time. Inadequate parking presents the same problems here as for Kratka Ski Area. It is estimated this area could be expanded to accommodate 3500 people at one time.

SKI SUNRISE SKI AREA

Current capacity is 2000 people at one time. Parking is adequate and other facilities are proposed for redevelopment within the ski area's master development plan. It is estimated this area could be expanded to accommodate 2500 people at one time.

MOUNTAIN HIGH SKI AREA

Current capacity is 1200 people at one time. Parking is inadequate and significant expansion will require heavy modification of the landscape. Recent redevelopment of runs and facilities have improved services and user satisfaction. Additional improvements are planned in the ski area's master development plan. It is estimated this area could be expanded to accommodate 3200 people at one time.

HOLIDAY HILL SKI AREA

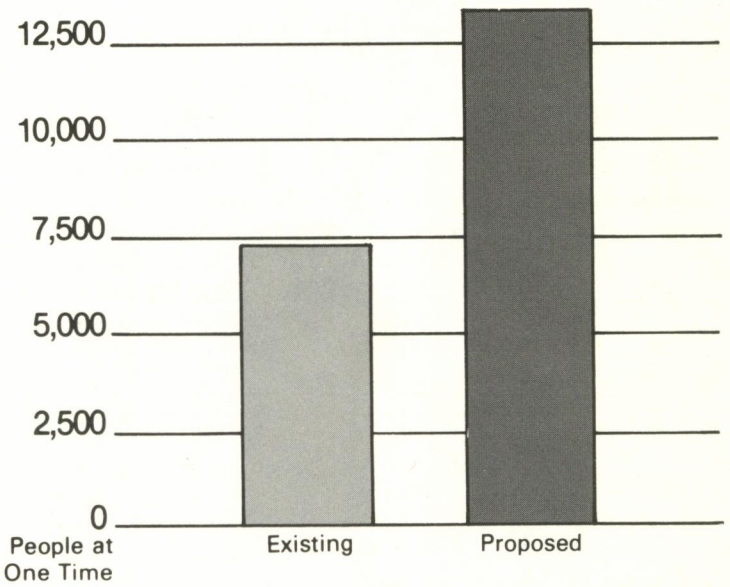
Current capacity is 2500 people at one time. Recent improvements have resulted in expanded use through snowmaking and new ski run development. Parking, however, is insufficient to handle peak loads. It is estimated this area could be expanded to accommodate 3000 people at one time.

Snowplay Areas

Snowplay areas in the High Country will accommodate a total of 4455 people at one time.

They will be developed to provide safe and enjoyable slopes, parking areas, suitable regulatory signs and restroom facilities. Where new facilities are required, they will be designed for easy removal during periods of nonuse. Suitable staffing for safe operation and management will be provided.

DOWNHILL SKI AREAS CAPACITY



Existing Snowplay Areas

There are three snowplay areas in the High Country. Their names, locations, and capacities are as follows:

MESCAL SNOWPLAY AREA

This area, located on the Big Pines Highway near the intersection with Highway 2, will continue as a snowplay area accommodating 400 people at one time. It will be managed by either the Forest Service or a permittee.

LOS ANGELES CITY SCHOOLS SNOWPLAY AREA

This snowplay area, under permit to the Los Angeles City Schools, is located in and adjacent to Table Mountain Campground. It accommodates 1500 people at one time.

CRYSTAL LAKE SNOWPLAY AREA

This site is located within the Crystal Lake Recreation Area. It will be redeveloped as a snowplay area to accommodate 250 people at one time.

New Snowplay Areas

Six new snowplay areas are planned in the High Country. Their names, locations and capacities are as follows:

CHARLTON FLAT SNOWPLAY AREA

A snowplay area will be developed in the lower Charlton area to accommodate approximately 350 people at one time. The road from Highway 2 and parking areas will be snowplowed to provide adequate access.

CHILAO SNOWPLAY AREA

Near the proposed Chilao Visitor Center, a snowplay area will be developed to accommodate approximately 375 people at one time. Parking will be provided at the proposed picnic site and will be snowplowed for this purpose.

ISLIP BOWL SNOWPLAY AREA

Located at the junction of Highways 2 and 39, this site will be considered for development to accommodate approximately 1,000 people at one time. Access to this site will require Caltrans to plow the road from Kratka Ridge to Highway 39. The turnouts and the entire highway junction will be used for snowplay parking in the winter months.

Development of this snowplay area will have to consider the snowslide problems which periodically threaten road travel in the area.

APPLE TREE SNOWPLAY AREA

Located within Apple Tree Campground, this site will be modified to accommodate approximately 80 people at one time. This may require the temporary removal of campground facilities during the winter months.

SHOVEL GAP SNOWPLAY AREA

A snowplay area will be developed near the boundary between the Valyermo and Arroyo Seco Ranger Districts on Highway 2, to accommodate approximately 300 people at one time. Parking will be developed on the debris disposal site and along the paved shoulder of Highway 2.

INSPIRATION POINT SNOWPLAY AREA

Located on the north side of Highway 2 across from Inspiration Point, this snowplay area will be developed to accommodate approximately 200 people at one time. Parking will be provided on the large flats adjacent to Inspiration Point. Snow removal from parking areas will require coordination with Caltrans.

GENERAL MANAGEMENT DIRECTION

The following general management direction is applicable to all High County ski and snowplay areas:

Existing ski areas may be expanded and upgraded to fully develop their downhill skiing potential in accordance with resource constraints.

The Forest Service will work with local, state, and county agencies to improve access, safety and sanitary facilities in and adjacent to ski and snow play areas, and within local residential communities.

Through the information arrival stations, visitor centers, news media and educational institutions, the Forest Service will provide a better understanding of High Country winter sports recreation and safety.

The Forest Service will encourage the development of alternate modes of transportation to alleviate traffic congestion within the winter sports areas. This is discussed further in the Transportation chapter.

Snowplay and skiing on weekdays will be encouraged in an attempt to reduce congestion on weekends.

Parking at both the Kratka Ridge and the Mt. Waterman Ski Areas will be expanded by filling areas along Route 2 with debris obtained from routine road maintenance and paving them for parking use.

A catering service or small snack bar providing low cost food and beverages to recreationists in the major use areas is a recognized need and may be permitted in accordance with recommendations by the District Ranger.

Because of the complex nature of ski and snowplay areas in the High Country, specific management direction will be provided in recreation composite plans in accordance with the Forest Land Management Plan. These composite plans will be initiated by the Forest Service in 1980. They will provide guidelines for ski and snowplay area development by planning adequate transportation routes, parking facilities, signing, base facilities and year-round public use of areas under permit wherever feasible.

As existing campgrounds and picnic areas are redesigned or otherwise rehabilitated, consideration will be given to accommodating snowplay activities.

A wintertime traffic control plan will be developed with law enforcement agencies to reduce traffic congestion in problem areas.

Winter traffic congestion and inadequate ski area parking are recognized problems in the Wrightwood-Big Pines area. In response to this problem, the Forest Service will cooperate with the community of Wrightwood ski area operators, Caltrans,

California Highway Patrol, and San Bernardino and Los Angeles Counties to encourage a park and shuttle bus program.

Existing ski areas will continue to serve primarily the day-user. Development of facilities, if needed, will be encouraged on private land.

Cross-Country Skiing

While it is apparent that cross-country skiing is becoming increasingly popular in Southern California, actual use and demand is unknown at this time. However, few investments are required for either development or participation, and growth of this activity is expected.

Cross-country skiing differs from other winter sports activities primarily because it is a dispersed use. It is hoped that encouragement of this activity will reduce congestion plaguing other winter sports sites.

OBJECTIVE

Increase dispersed use in the winter months through the development of cross-country ski routes.

MANAGEMENT DIRECTION

This plan provides for four designated cross-country ski routes accommodating an estimated 370 people at one time. Each route will have parking facilities, restrooms, signing and route markers. Cross-country ski routes are shown on the Cross Country Skiing Map in the appendix. Route names, locations, lengths and capacities follow:

MILLCREEK CROSS-COUNTRY SKI ROUTE

This route will be located on Forest Road 3N17 from Mill Creek Station to the Granite Mountain Road, 3N90. Restroom and parking facilities will be provided at the Mill Creek Trailhead. Route length is approximately 2.75 miles, accommodating an estimated 5 people at one time.

CHARLTON FLAT CROSS-COUNTRY SKI ROUTE

This route will utilize the existing Charlton Loop Road, while the Charlton Picnic Ground will provide the parking and restroom facilities. Route length is approximately 1.25 miles and will accommodate an estimated 25 people at one time.

CRYSTAL LAKE CROSS-COUNTRY SKI ROUTE

Beginning at the Crystal Lake Visitor Center, this route will extend to Deer Flats Campground along the existing campground roads. Route length will be approximately 4.5 miles and will accommodate an estimated 90 people at one time.

EAST BLUE RIDGE CROSS-COUNTRY SKI ROUTE

Utilizing the existing east Blue Ridge Road, this route will run approximately 10 miles along the ridge toward Wright Mountain and will be diverted around existing ski runs. Parking and restroom facilities will be provided at Inspiration Point. The route is planned to accommodate 200 people at one time.

Bicycle paths

Actual use and demand figures for bicycling in the High Country are not available. However, field observation indicates this activity is becoming increasingly popular. Because of steep grades and often inadequate surfacing on Forest roads, use is primarily confined to main highways and campground loop roads.

Inherent safety problems are associated with bicycling on narrow mountain roads. However, widening main High Country highways to provide bike lanes is not currently feasible. But, bicycling within campgrounds and other major use areas can be accommodated safely by providing hard-surfaced road shoulders, bike racks, signing and rolled curbs where appropriate.

OBJECTIVE

Improve bicycling safety in the development of major use areas.

MANAGEMENT DIRECTION

The Forest Service will not encourage bicycling along High Country highways until it becomes practical to construct safe bike lanes. However, existing use will not be discouraged.

In conjunction with the development of major use areas, the Forest Service will provide bicycle facilities such as hard-surfaced road shoulders, bike racks, signing and rolled curbs where appropriate.

A bicycle loop route in the Crystal Lake Recreation Area will be constructed to provide an alternate means of transportation from the proposed Visitor Center to Crystal Lake. It will be constructed of a hard-surface material, will be approximately six feet in width and will accommodate wheelchairs as well as bicycles. Bicycle path location is shown on the Bike Paths Map in the appendix.

Additional routes at other High Country locations will be developed as demand increases and construction is feasible.

Hunting and Shooting

This plan proposes no special development or restrictions relating to hunting and shooting.

OBJECTIVE

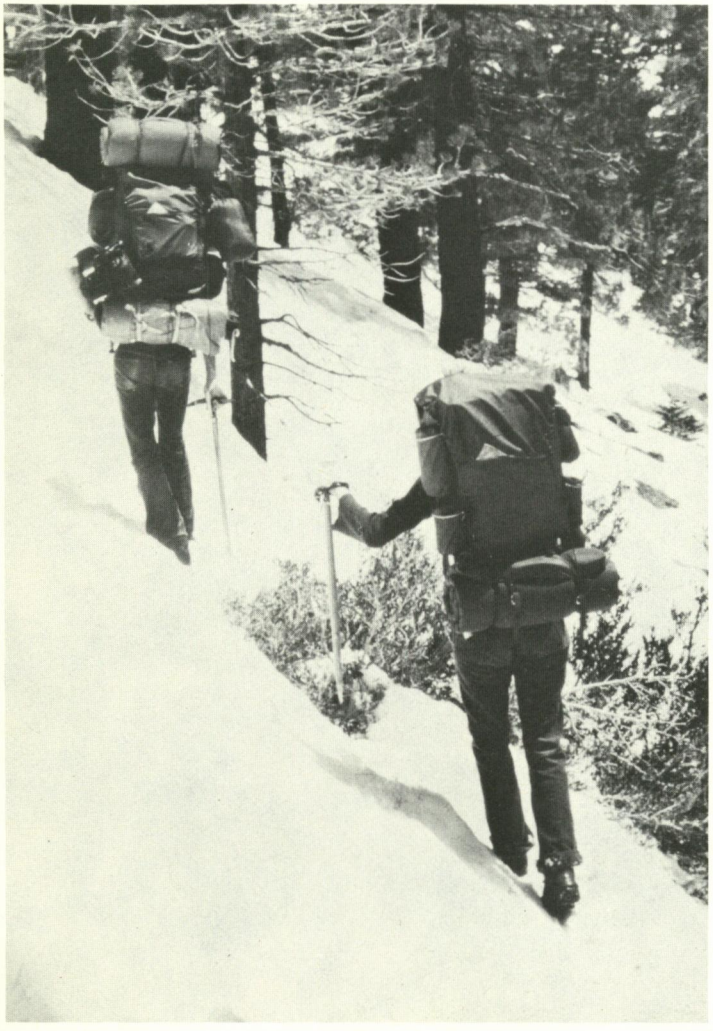
Continue hunting and shooting opportunities outside major public use areas consistent with federal, state, and local laws.

MANAGEMENT DIRECTION

Designated target shooting areas will be provided at lower elevations closer to urban population centers rather than within the High Country zone.

Information arrival stations and visitor centers will be staffed beyond normal duty hours to disseminate information to hunters during peak days of the hunting season as determined by the District Ranger.

The Forest Service will continue to provide current information on shooter safety regulations and the locations of designated target shooting areas.



Off-Road Vehicles

Off-road vehicle (ORV) use in the High Country will continue to be permitted in accordance with the Angeles National Forest ORV Plan. The Recreation Master Plan for the High Country complements the ORV Plan by providing compatible recreation uses within and adjacent to designated ORV areas. These uses include dispersed area camping and day use facilities. Off-road vehicle areas are shown on the ORV Areas Map in the appendix.

OBJECTIVE

Continue ORV opportunities in areas designated for this use by the Angeles National Forest ORV Plan.

MANAGEMENT DIRECTION

Recreation facilities within designated ORV areas will be planned to accommodate a variety of vehicles and user needs while providing a recreation experience that offers an escape from urbanization.

The Forest Service will continue to work in cooperation with ORV organizations for the protection, maintenance and development of recreational facilities and resource values primarily of interest to these organizations. This includes the development of planned ORV trails in designated ORV areas.

Snowmobiling

There is an apparent interest in snowmobiling in the High Country. However, the lack of suitable terrain and snow conditions, and conflicts with other uses do not permit planning for specific snowmobile areas on a permanent basis.

OBJECTIVE

Provide limited snowmobiling on selected Forest roads and other areas only when snow conditions, public safety and other activities permit.

MANAGEMENT DIRECTION

When conditions are suitable, the District Ranger may designate specific roads and other areas for snowmobiling.

Review the ORV plan and, if appropriate, revise this plan to open up routes or areas to snowmobiling.

Stables

A small stable is located across Highway 2 from the Holiday Hill Ski Area. It currently meets the demand for boarding and rental of horses in the area. Equestrian trails associated with the stable are available for short rides and overnight trips. No additional stables are planned.

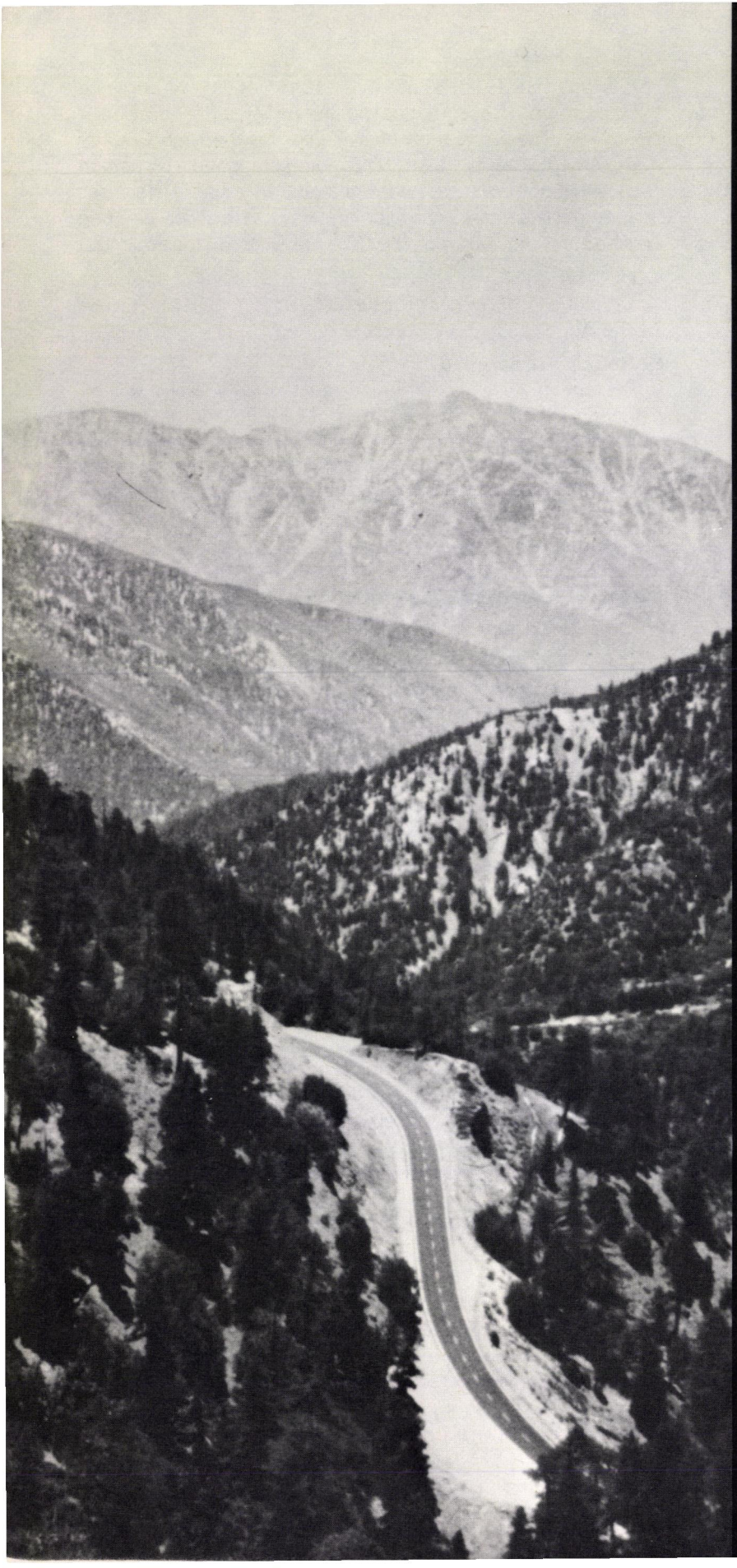
OBJECTIVE

Provide rental horses and equestrian boarding facilities in the High Country.

MANAGEMENT DIRECTION

Continue the permittee operated stable north of Holiday Hill Ski Area, allowing expansion consistent with demand and resource capability.

Additional stables may be permitted in the Chilao and Crystal Lake hub areas in accordance with demand and resource capability.



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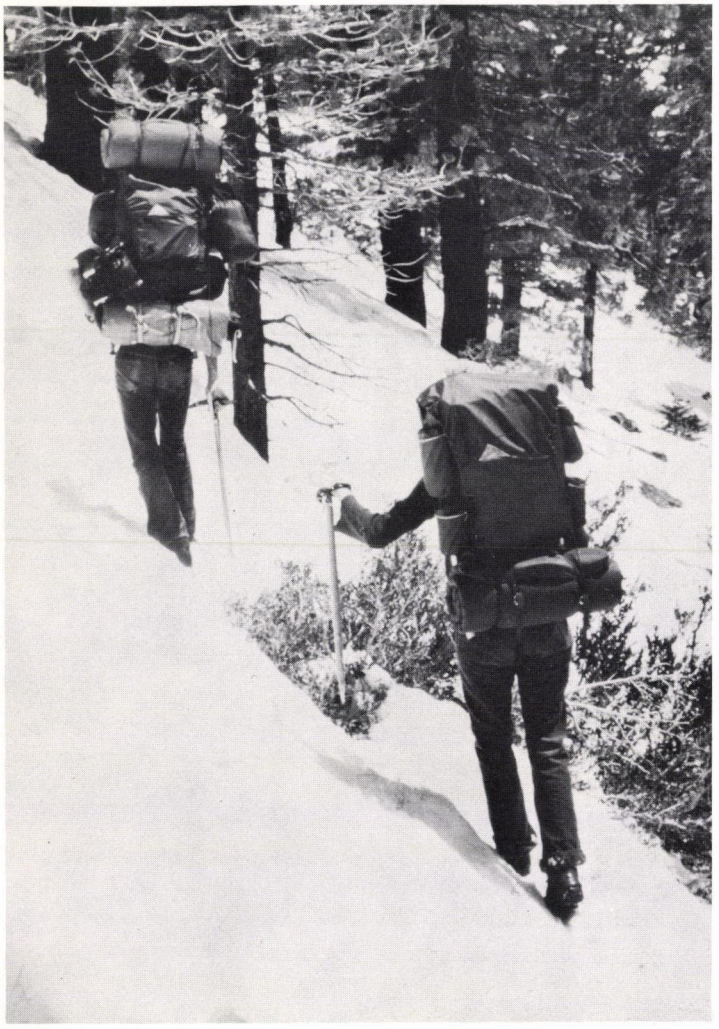
Transportation



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MANAGEMENT DIRECTION

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Additional stables may be permitted in the Chilao and Crystal Lake hub areas in accordance with demand and resource capability.

Among the complaints commonly heard about access to the Angeles High Country is the lack of public transportation facilities; road congestion on peak use days; overlong trips resulting from steep, narrow, winding roads; the irregularity and inconvenience of public service facilities; and the difficulty of parking and vehicle security at desired destinations.

OBJECTIVE

Identify transportation problems associated with existing and increased recreation use and activate appropriate management responses.

It must be understood that the High Country Recreation Master Plan is not intended to serve as a transportation planning document. Long-range transportation planning requires detailed research and analysis that is clearly beyond the scope of this plan. However, this plan provides limited solutions for problems within the capacity of the existing road and transit systems.

Identification of Problems

Public Transportation

Recent studies indicate that present user groups in the High Country do not include a significant number of recreationists from the inner city communities. It is assumed that one of the reasons for this is that adequate transportation is not available. Many of these people do not own private vehicles and current public transportation is not available to the High Country. In addition, logistic problems between transportation agencies and their respective boundaries hamper coordination of bus schedules making travel to the Forest inconvenient.

Road Congestion

Generally, the existing road network adequately serves current traffic volumes. However, peak days such as Labor Day and Fourth of July weekends cause severe overloading of the road system. This results in safety hazards and a less rewarding High Country experience.

Tiring Trips

The long, tiring trips required to reach the High Country from many locations are caused by the nature of the road system itself. Confined to a terrain of rugged ridgetops and steep canyon walls, roads are by necessity narrow, winding and low-speed. Contrasted to the more familiar freeway driving situation, these mountain roads present new and unexpected dangers to the urban motorist. Confronting these low-speed roads and new dangers can result in tiring, sometimes frustrating, trips.

Inadequate Facilties

The recreation experience for many High Country motorists is often degraded by a lack of rest areas providing toilet facilities. Furthermore, infrequent turnouts contribute to hazardous conditions and to overall visitor inconvenience.

Parking Problems

Existing parking areas at many High Country locations do not adequately meet use demands. The result is traffic congestion, resource damage, safety hazards and irritated visitors. Once parked, many visitors are afraid to range far from their vehicles for fear of vandalism. Whether justified or not, this fear is inherent in many visitors. Parking problems are particularly acute in winter months when fewer roads are open and use levels are high.

Management Direction

The Forest Service will cooperate with regional and local transportation planning officials to provide an effective means of access to the Angeles High Country for the aging, handicapped and socially and economically disadvantaged groups of the inner city. This will include encouraging the extension of existing RTD bus lines to access points along the Forest boundary and into the High Country. It will also include active encouragement of the formation of groups within the inner city to provide recreational outings to the High Country.

Additional modes of travel such as tramways, cog railways and helicpoter shuttles will not be encouraged until demand clearly indicates probable success of these systems.

The Forest Service will disseminate helpful transportation information to the public concerning up-to-date road and safety conditions. This may include the use of the mass media, information arrival stations, taped Forest radio messages, seasonal handouts and telephone hotlines.

The Forest Sevice will cooperate with county and state agencies for the snowplowing of roads, turnouts and recreation parking areas. This will improve accessibility and reduce congestion within each of the hub activity areas and designated winter sports parking areas not under special use permit.

Additional turnouts and observation points along Highways 2 and 39 will be developed and clearly marked for motorist convenience. In conjunction with these developments, restroom facilities will be considered where appropriate.

In cooperation with other public agencies, the Forest Service will organize a network of safety and emergency facilities for High Country recreationists and travelers. This will include the use of information arrival stations, visitor centers, local fire stations, existing helispots, brochures, signing, patrols and telephones where feasible.

To mimimize the need for constructing additional parking facilities in the High Country, the Forest Service will encourage local communities and ski area representatives to develop park-and-ride shuttle bus systems either from bordering communities or parking areas.

Enforced parking restrictions will be established where appropriate to reduce safety hazards, traffic congestion and resource damage.

An environmentally sound alternative will be considered to eliminate the one lane section of Highway 39 above Coldbrook Station. The Forest Service will continue to work closely with Caltrans in resolving this problem.

The Forest Service will contract for increased law enforcement personnel in key recreation areas during periods of heavy use.

9

Development Priorities

This chapter provides priorities and estimated funding needs for facility development only based on 1978 construction costs. The estimated amounts shown include all costs except overhead costs which are associated with each project, from feasibility studies to project completion. These priorities, however, do not prohibit taking advantage of beneficial circumstances which make possible the logical acceleration of projects due to events not apparent at this time. Development of these projects should parallel demand to maximize public benefit and support.

Facility development is important to provide resource protection and to facilitate meeting educational and recreational goals in the High Country. It is realized that the total costs of implementing the plan, including maintenance, operation and staffing cannot be defined until more detailed designs are completed and interpretive plans have been prepared.

Priority 1 (High)

PROJECT		ESTIMATED DEVELOPMENT COST
1.1	Deer Flat Group Campground-complete	
1.2	Jackson Flat Group Campground (construction underway)	
1.3	Lightning Point Group Campground construction (Phase II)	304,900
1.4	Crystal Lake Campground reconstruction	2,500,000
1.5	Chilao Visitor Center construction (funds available. Construct FY '80)	
1.6	Clear Creek Information Arrival Station construction	150,000
1.7	Wrightwood Information Arrival Station construction	119,100
1.8	Chilao Picnic Ground redevelopment	871,000
1.9	Chilao Snowplay Area construction	92,000
1.10	Three Points Trailhead construction	98,500
1.11	Mill Creek Trailhead construction	81,800

Priority 1 (High)

PROJECT		ESTIMATED DEVELOPMENT COST
1.12	Vincent Gap Trailhead construction	148,900
1.13	Upper Chilao Campground reconstruction	1,108,000
1.14	Lower Chilao Campground reconstruction	1,454,000
1.15	Azusa Information Arrival Station construction	97,500
1.16	Lightning Point Trail construction	7,800
1.17	Horse Flats Campground expansion	660,000
1.18	Jackson Trail redevelopment	21,200
1.19	Manzanita Trail rehabilitation	45,200
1.20	Jackson Lake rehabilitation	253,600

Priority 2 (Moderately High)

PROJECT		ESTIMATED DEVELOPMENT COST
2.1	Crystal Lake Visitor Center construction	836,300
2.2	Big Pines Visitor Center construction	879,400
2.3	Alder Dam construction	1,096,900
2.4	Jarvi Memorial Observation Point reconstruction	11,500
2.5	Cooper Canyon Trail Camp reconstruction	68,800
2.6	Little Jimmy Trail Camp expansion	41,000
2.7	Silver Moccasin Trail relocation	186,200
2.8	Charlton Flat Picnic Ground redevelopment	292,600
2.9	Charlton Flat Snowplay Area construction	17,300
2.10	Jackson Lake recreation facilities reconstruction	506,700
2.11	Mt. Mooney Trail Camp construction	64,300
2.12	Big Buck Trail Camp construction	39,600
2.13	Shortcut Trail Camp construction	47,800

Priority 2 (Moderately High)

PROJECT		ESTIMATED DEVELOPMENT COST
2.14	Lamel Springs Trail Camp construction	47,600
2.15	Alder Lake Water-related recreation facilities construction	236,800
2.16	Little Rock Trail Camp construction	44,800
2.17	Mt. Wilson Visitor Center modifications	353,400
2.18	Pacifico Mountain Trail Camp construction	48,300
2.19	Devils Falls Trail Camp construction	58,300
2.20	Lilly Springs Trail Camp construction	45,400
2.21	Mt. Hillyer Trail construction	47,100
2.22	Indian Ridge Trail construction	65,300
2.23	Mill Creek Information Arrival Station construction	34,700
2.24	Charlton Campground reconstruction	658,400
2.25	Dahl Trail Camp construction	48,300
2.26	Granite Mountain Trail construction	125,800
2.27	Crystal Lake Bicycle Path construction	50,700
2.28	Devils Twin Trail construction	149,100
2.29	South Fork Trail rehabilitation	6,800
2.30	Shovel Gap Snowplay	49,600

Priority 3 (Moderate)

PROJECT		ESTIMATED DEVELOPMENT COST
3.1	Fawnskin Picnic Ground reconstruction	362,300
3.2	Alder Lake Picnic Ground construction	383,300
3.3	Ponderosa Picnic Ground construction	323,400
3.4	Charlao Picnic Ground construction	121,000
3.5	Bandido Group Campground redevelopment	365,200
3.6	Sulphur Springs Campground redevelopment	150,100
3.7	Rosenita Campground construction	643,900
3.8	Mill Creek Trail Camp construction	44,800
3.9	Charlton Flat Cross-Country Ski Route designation	5,700

Priority 3 (Moderate)

PROJECT		ESTIMATED DEVELOPMENT COST
3.10	Windy Gap Trailhead construction	132,200
3.11	Islip Bowl Snowplay Area construction	54,100
3.12	Burrito Trail Camp construction	58,200
3.13	Rehabilitation of Crystal Lake and related recreation facilities	734,600
3.14	Bandido Loop Trail reconstruction	9,800
3.15	Crystal Lake Loop Trail construction	90,800
3.16	San Andreas Trail construction	87,600
3.17	San Gabriel Observation Point construction	48,500
3.18	East Blue Ridge Cross-Country Ski Route construction	7,800
3.19	Grassy Hollow Campground improvements	53,700
3.20	Crystal Lake Picnic Ground redevelopment	87,700
3.21	Islip Saddle Trailhead construction	126,500
3.22	Little Jimmy Trailhead construction	55,400
3.23	Inspiration Point Trailhead, observation point and snowplay area construction	131,600
3.24	Crystal Lake Cross-Country Ski Route designation	6,700
3.25	South Mt. Hawkins Trail Camp construction	46,400
3.26	Roundtop Mountain Trail construction	38,400
3.27	Devils Canyon Trailhead construction	126,700
3.28	Mt. Gleason Observation Point rehabilitation	109,800
3.29	Table Mountain Picnic Ground expansion	141,000
3.30	Goldencup Lake feasibility studies completion	62,500
3.31	Islip Trail construction	56,100
3.32	North Iron Fork Trail construction	33,200
3.33	South Iron Fork Trail construction	205,600
3.34	North Iron Fork Trail Camp construction	46,700
3.35	Fish Fork Trail reconstruction	4,800

Priority 4 (Moderately Low)

PROJECT		ESTIMATED DEVELOPMENT COST
4.1	Mt. Mooney Picnic Ground construction	195,400
4.2	Mt. Mooney Observation Point construction	14,700
4.3	Devils Canyon Trail construction	397,900
4.4	Alder Lake Observation Point construction	11,300
4.5	Messenger Flats Campground expansion	289,300
4.6	Alder Creek Trail construction	64,300
4.7	Devils Canyon Observation Point construction	5,800
4.8	Bear Creek Observation Point construction	17,300
4.9	Twin Peaks Observation Point construction	12,600
4.10	Apple Tree Campground rehabilitation	289,700
4.11	Apple Tree Snowplay Area development	8,700
4.12	Memorial Plantation Picnic Ground construction	276,400

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Priority 4 (Moderately Low)

PROJECT		ESTIMATED DEVELOPMENT COST
4.13	Lake Campground reconstruction	136,500
4.14	Sheep Springs Trail Camp construction	44,800
4.15	Mt. Waterman Trail Camp construction	45,400
4.16	Arch Picnic Ground redevelopment	45,700
4.17	Buckhorn Trailhead construction	89,200
4.18	Eagles Roost Trailhead construction	57,800
4.19	South Fork Trailhead construction	78,500
4.20	Mill Creek Picnic Ground reconstruction	19,400
4.21	Granite Mountain Campground construction	228,500
4.22	Mt. Gleason Trail Camp construction	51,700
4.23	Prairie Fork Trailhead construction	42,800
4.24	Centinella Group Campground construction	616,300
4.25	Mt. Gleason Picnic Ground construction	42,800
4.26	Prairie Fork Group Campground construction	326,800
4.27	Soldier Creek Picnic Ground construction	36,800

Priority 5 (Low)

PROJECT		ESTIMATED DEVELOPMENT COST
5.1	Bear Trap Group Campground construction	1,188,700
5.2	Throop Peak Trail Camp construction	45,400
5.3	Barley Flats Trail construction	16,700
5.4	Will Thrall Trail construction	75,700
5.5	Tom Sloan Trail construction	191,700
5.6	Rattlesnake Rock Trailhead construction	42,800
5.7	Waterman Trailhead construction	89,400
5.8	Mill Creek Summit Observation Point construction	6,400

Priority 5 (Low)

PROJECT		ESTIMATED DEVELOPMENT COST
5.9	Mill Creek Cross Country Ski Route designation	1,800
5.10	Buckhorn Campground reconstruction	110,500
5.11	Blue Ridge Campground expansion	
5.12	Roundtop Campground redevelopment	420,200
5.13	Burkhart Trail Camp construction	45,400
5.14	West Pine Flat Picnic Ground elimination	6,600
5.15	Redtail Observation Point construction	11,800
5.16	Rattlesnake Rock Observation Point construction	14,600
5.17	Coyote Observation Point construction	11,600
5.18	Porcupine Point Observation Point construction	11,300
5.19	Pinyon Ridge Campground construction	185,200
5.20	Pacifico Campground reconstruction	388,200
5.21	Table Mountain Campground expansion	348,700
5.22	Guffy Campground redevelopment	151,600
5.23	Mine Gulch Trail Camp redevelopment	9,100
5.24	Upper Fish Fork Trail Camp redevelopment	18,375
5.25	Little Fish Fork Trail Camp redevelopment	21,300
5.26	Cabin Flat Trailhead construction	14,500
5.27	Pinyon Flats Campground construction	328,900
5.28	Pine Hollow Campground redevelopment	178,700
5.29	South Fork Campground rehabilitation	59,600

Priority 5 (Low)

PROJECT		ESTIMATED DEVELOPMENT COST
5.30	West Table Mountain Campground construction	1,268,300
5.31	Ridgecrest Picnic Ground elimination	6,200
5.32	Vista Picnic Ground elimination	10,400
5.33	Lodgepole Picnic Ground elimination	8,600
5.34	Grandview Information Arrival Station construction	31,700

$28,083,600 Total Estimated Development Costs for all Projects.

Appendix

Glossary

Backcountry A term often used to refer to those portions of the Forest in which usually there no permanent, improved or maintained roads or operational fixed facilities.

Caltrans California Department of Transportation.

Carrying Capacity The number of people or animals which can occupy a given area without degradation of the resources which support their occupancy.

Cultural Resource The physical evidence of occupation by early mankind (artifacts, ruins, burial mounds petroglyphs, etc.) and conceptual content or context of an area.

Endangered Species Any species which is in danger of extinction throughout all or a significant portion of its range.

Environmental Assessment Report (EAR) A decision making document which assesses the potential environmental effects of proposed activities.

Environmental Impact Statement (EIS) A formal public document in which the anticipated environmental effects of a planned course of action are evaluated.

Goal Enduring statements of purpose, often not attainable in the short-term, and normally not quantifiable. The principal statement from which objectives are developed.

Land Capability The inherent ability of land to be used without permanent damage or degradation.

Permittee A person or oganization issued a special use permit to occupy National Forest land.

Persons at One Time (PAOT) Term used to describe the maximum number of people a facility can support at one time.

Resources Those aspects of the environment which render possible the satisfaction of human wants and needs.

Visitor Day The use of an area for a total of 12 person hours by one or more people either continuously or spread over several visits.

Visual Quality Objective A set of measurable goals for the management of forest visual resources. Except for "preservation," each goal describes a different degree of acceptable alteration of the natural landscape based upon the importance of aesthetics.

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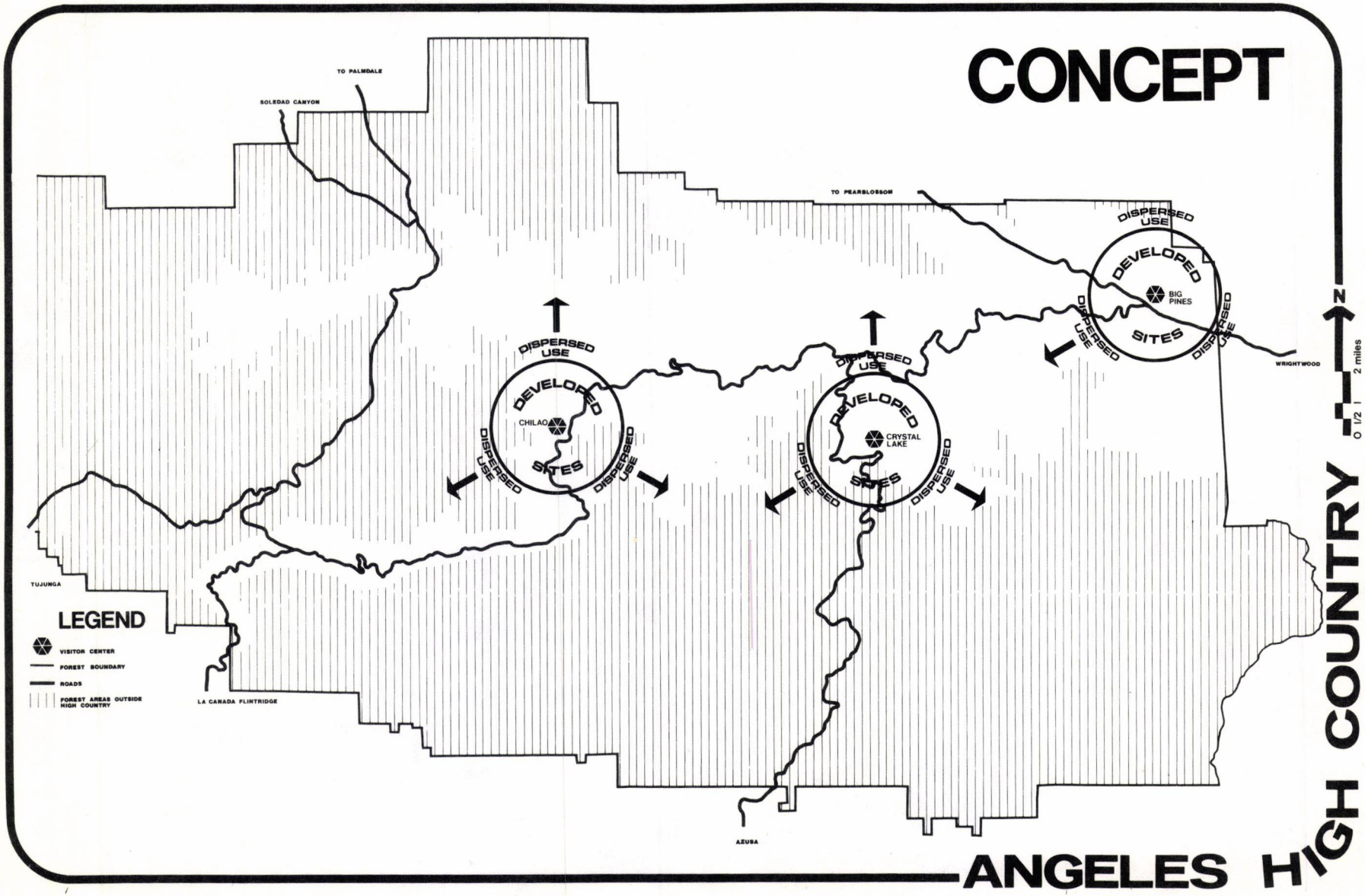
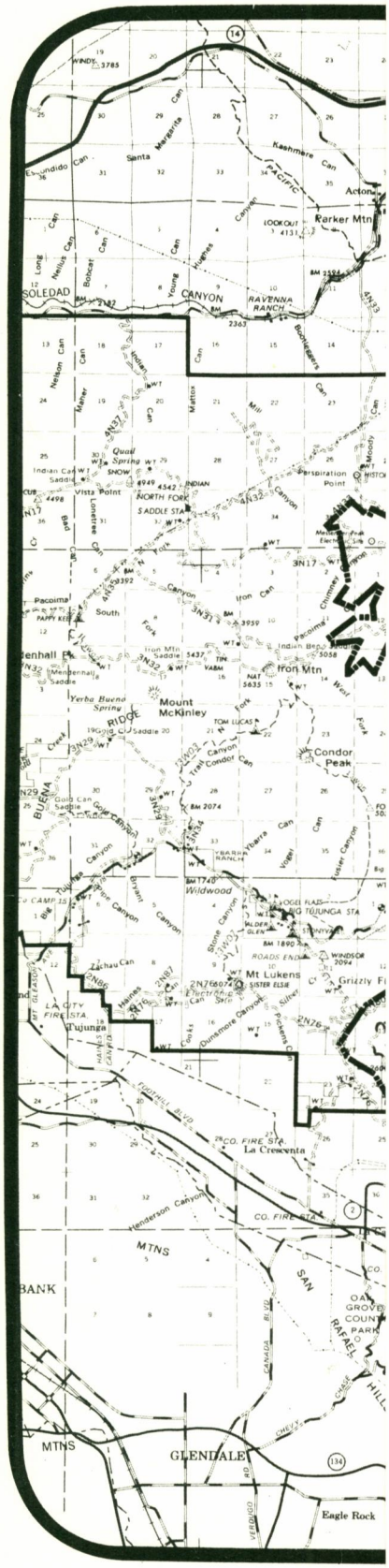

CONCEPT
TO PALMDALE
SOLEDAD CANYON
TO PEARBLOSSOM
WRIGHTWOOD
DISPERSED USE
DEVELOPED
SITES
CHILAO
CRYSTAL LAKE
BIG PINES
TUJUNGA
LA CANADA FLINTRIDGE
AZUSA
LEGEND
VISITOR CENTER
FOREST BOUNDARY
ROADS
FOREST AREAS OUTSIDE HIGH COUNTRY
N
0 1/2 1 2 miles
ANGELES HIGH COUNTRY



VISITOR CENTERS MAP

VISITOR CENTERS

LEGEND

PROPOSED VISITOR CENTERS

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

PERMIT REQUIRED BEFORE ENTRY

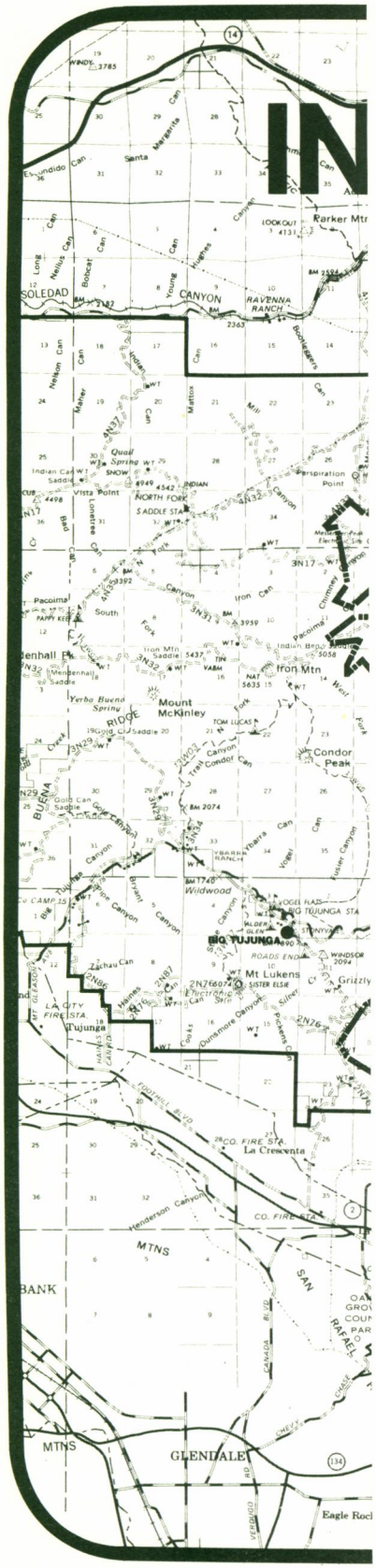
WILDERNESS

0 1/2 1 2 miles

N

ADMINISTERED BY SAN BERNARDINO N.F.

ANGELES HIGH COUNTRY TRAIL



INFORMATION
ARRIVAL STATIONS MAP

INFORMATION ARRIVAL STATIONS

LEGEND

- EXISTING MANNED STATION
- PROPOSED MANNED STATIONS
- MANNED STATIONS PENDING FEASIBILITY STUDIES
- SELF SERVICE STATIONS

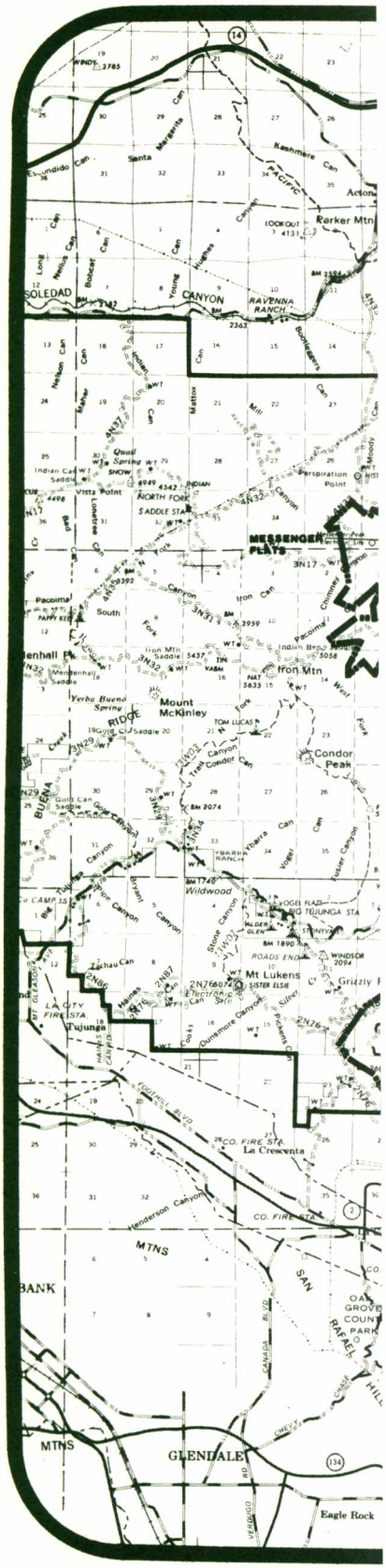
N

0 1/2 1 2 miles

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

ANGELES HIGH COUNTRY



CAMPGROUNDS MAP

CAMPGROUNDS

LEGEND

- EXISTING CAMPGROUNDS TO REMAIN OR BE REDEVELOPED
- PROPOSED NEW CAMPGROUNDS
- EXISTING TRAIL CAMP
- PROPOSED TRAIL CAMP

MESSENGER FLATS
BEAR TRAP
MOUNT GLEASON
LIGHTNING POINT
BIG BUCK
MILL CREEK
GRANITE MNT
ROUNDTOP
PACIFICO MNT
PACIFICO
SHEEP SPRINGS
PINYON FLATS
DAHL
SULPHUR SPRINGS
ROSENITA
HORSE FLATS
BANDIDO
CHILAO
UPPER CHILAO
LOWER CHILAO
MT MOONEY
CHARLTON FLAT
DEVILS FALLS WILDERNESS
PERMIT REQUIRED BEFORE ENTRY
HIGH COUNTRY BOUNDARY
SHORTCUT
FOREST BOUNDARY
BURKHART
LITTLE ROCK
COOPER CANYON
BUCKHORN
MT WATERMAN
DEER FLATS
CRYSTAL LAKE
SOUTH MOUNT HAWKINS
PINE HOLLOW
LITTLE JIMMY
THROOP PEA
LILY SPRING
SOUTH FORK
PINYO RIDGE
BIG ROCK
JACKSON FLAT
MOUNTAIN OAK
APPLE TREE
WEST TABLE MOUNTAIN
TABLE MOUNTAIN
LAKE
PEA VINE
GRASSY HOLLOW
CENTINELA
LAMEL SPRING
BLUE RIDGE
MINE GULCH
CABIN FLAT
LUPINE
DUFFY
PRAIRIE FORK
NORTH IRON FORK
LITTLE FISH FORK
UPPER FISH FORK
SAN BERNARDINO N.F.
ADMINISTERED BY
ANGELES N.F.
SAN GABRIEL RESERVOIR
SAN GABRIEL EXPERIMENTAL FOREST
PERMIT REQUIRED BEFORE ENTRY
WILDERNESS

N

0 1/2 1 2 miles

ANGELES HIGH COUNTRY TRAILS

PICNIC GROUNDS MAP

PICNIC GROUNDS

LEGEND

EXISTING PICNIC GROUNDS TO REMAIN OR BE REDEVELOPED

PROPOSED NEW PICNIC GROUNDS

EXISTING PICNIC GROUNDS TO BE ELIMINATED OR CONVERTED TO ANOTHER USE

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

N

0 1/2 1 2 miles

MOUNT GLEASON

MILL CREEK

CHILAO

CHARLTON

CHARLTON FLAT

ALDER LAKE

PONDEROSA

MT. MOONEY

MEMORIAL PLANTATION

CRYSTAL LAKE

LAKE FAWNSKIN

WEST PINE FLATS

SOLDIER CREEK

PINE HOLLOW

EAGLES ROOST

RIDGECREST

VISTA

LODGEPOLE

WHITETHORN

MESCAL

APPLE TREE

ARCH

TABLE MOUNTAIN

SHADE SLOPE

SAN BERNARDINO N.F.

ADMINISTERED BY THE ANGELES

WILDERNESS

SAN GABRIEL RESERVOIR

SAN GABRIEL EXPERIMENTAL FOREST

PERMIT REQUIRED BEFORE ENTRY

ANGELES HIGH COUNTRY

PLANNED OPEN SPACE MAP

PLANNED OPEN SPACE

LEGEND

PROPOSED PLANNED OPEN SPACE

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

WILDERNESS

PERMIT REQUIRED BEFORE ENTRY

0 1/2 1 2 miles

N

ANGELES HIGH COUNTRY TRAIL

WATER RECREATION MAP

WATER RECREATION

LEGEND

EXISTING LAKES

PROPOSED LAKE SITES (PENDING RESULTS OF FEASIBILITY STUDIES)

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

WILDERNESS

PERMIT REQUIRED BEFORE ENTRY

SAN GABRIEL RESERVOIR

JACKSON LAKE

CRYSTAL LAKE AREA

ALDER LAKE MT. MOORE REC. AREA

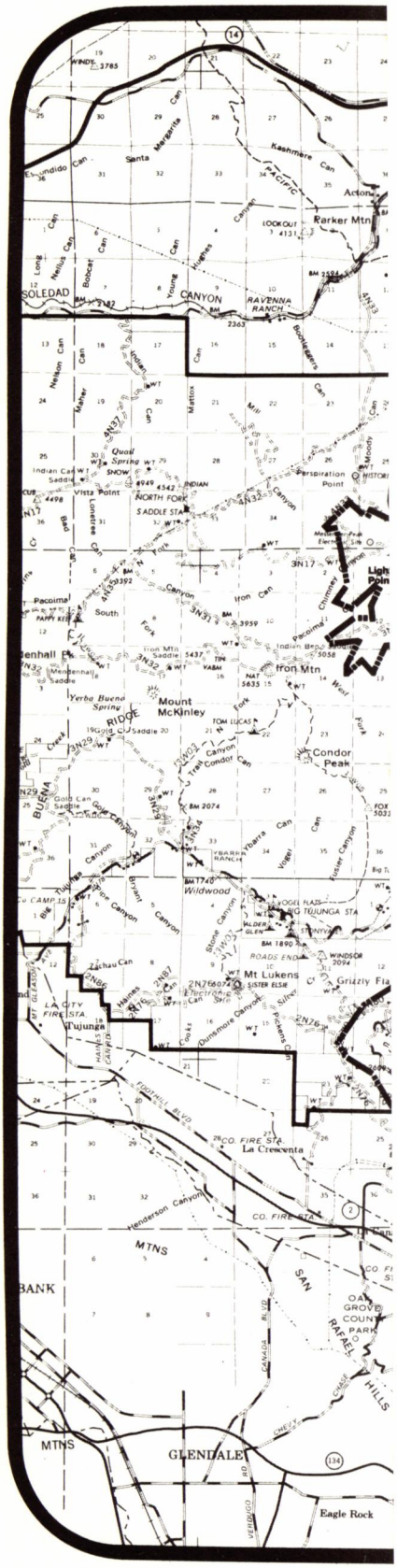
SAN GABRIEL EXPERIMENTAL FOREST

SAN BERNARDINO N.F. ADMINISTERED BY ANGELES N.F.

0 1/2 1 2 miles

N

ANGELES HIGH COUNTRY


SOLEDAD CANYON
RAVENNA RANCH
Parker Mtn
LOOKOUT 4131
Santa Margarita
Kashmere Can
PACIFIC
Actons
Bootleggers Can
Mattox
Mill
Quail Spring
Indian Can Saddle
Vista Point
NORTH FORK SADDLE STA
Perspiration Point
Pacoima
South Fork
Iron Mtn
Mount McKinley
Yerba Buena Spring
RIDGE
Gold Can Saddle
Condor Peak
Wildwood
BIG TUJUNGA STA
ROADS END
Mt Lukens
SISTER ELSIE
Grizzly Flat
Tujunga
LA CITY FIRE STA
FOOTHILL BLVD
CO. FIRE STA
La Crescenta
Henderson Canyon
MTNS
BANK
SAN RAFAEL HILLS
GLENDALE
Eagle Rock

TRAILS MAP

TRAILS

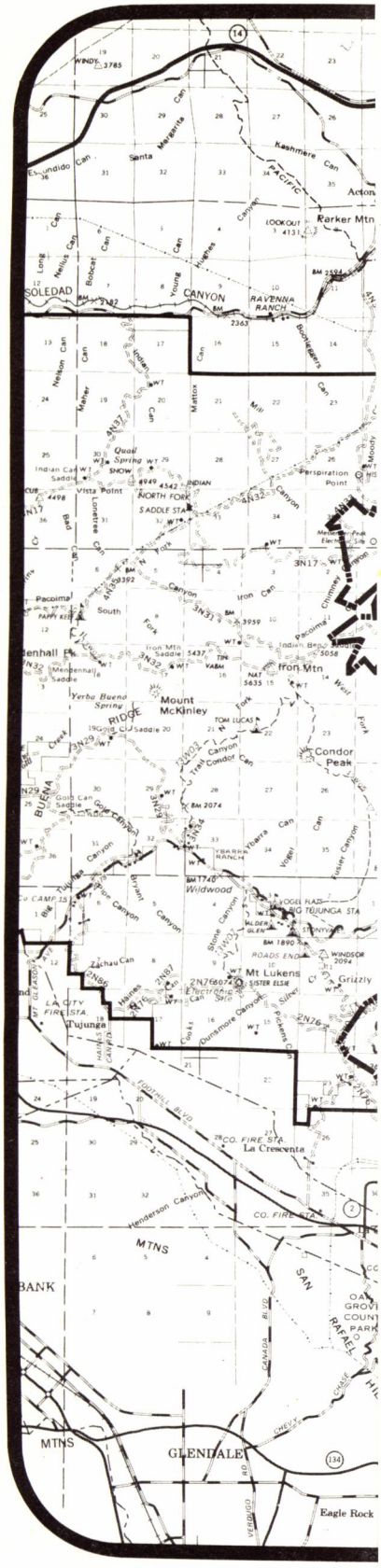
LEGEND

- Existing Trails
- Proposed Trails
- EXISTING TRAILHEADS
- PROPOSED TRAIL HEADS
- EXISTING TRAIL CAMPS
- PROPOSED TRAIL CAMPS

0 1/2 1 2 miles

N

ANGELES HIGH COUNTRY



OBSERVATION POINTS MAP

OBSERVATION POINTS

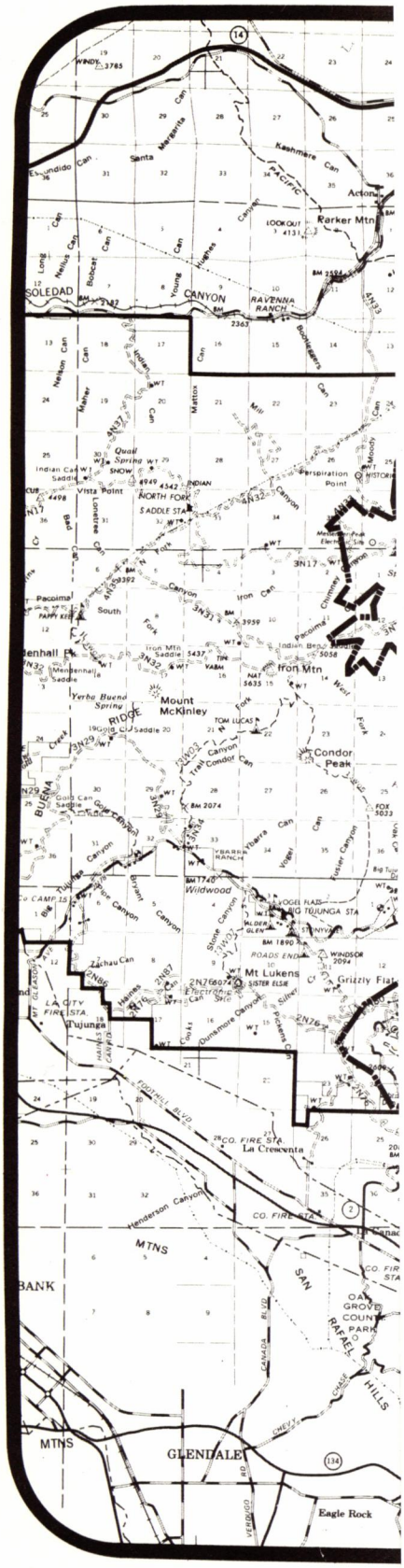
LEGEND

- EXISTING OBSERVATION POINTS BM 4032
- PROPOSED OBSERVATION POINTS

0 1/2 1 2 miles

N

ANGELES HIGH COUNTRY



SKI & SNOW PLAY AREAS

SKI & SNOW PLAY AREAS

LEGEND

- EXISTING SNOW PLAY AREAS
- PROPOSED SNOW PLAY AREAS
- EXISTING DOWNHILL SKI AREAS

0 1/2 1 2 miles

N

HIGH COUNTRY BOUNDARY

FOREST BOUNDARY

WILDERNESS

PERMIT REQUIRED BEFORE ENTRY

SAN GABRIEL RESERVOIR

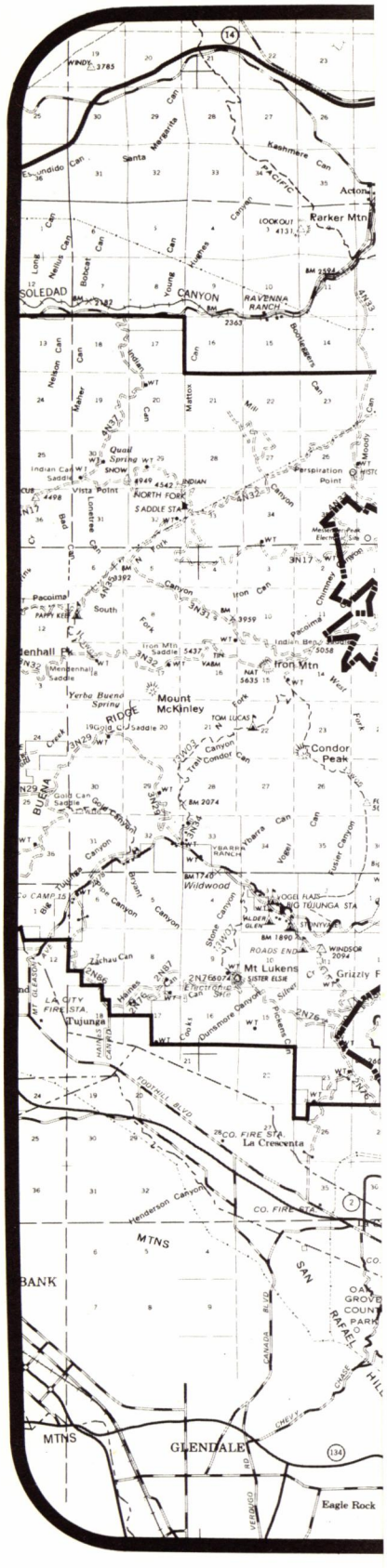
SAN GABRIEL WILDERNESS

SAN GABRIEL EXPERIMENTAL FOREST

SAN BERNARDINO N F

ADMINISTERED BY THE ANGELES NAT'L FOR'S

LOS ANGELES HIGH COUNTRY TRAIL



CROSS COUNTRY SKIING MAP

CROSS COUNTRY SKIING

LEGEND

PROPOSED CROSS COUNTRY SKIING ROUTES

N

0 1/2 1 2 miles

HIGH COUNTRY BOUNDARY

WILDERNESS PERMIT REQUIRED BEFORE ENTRY

FOREST BOUNDARY

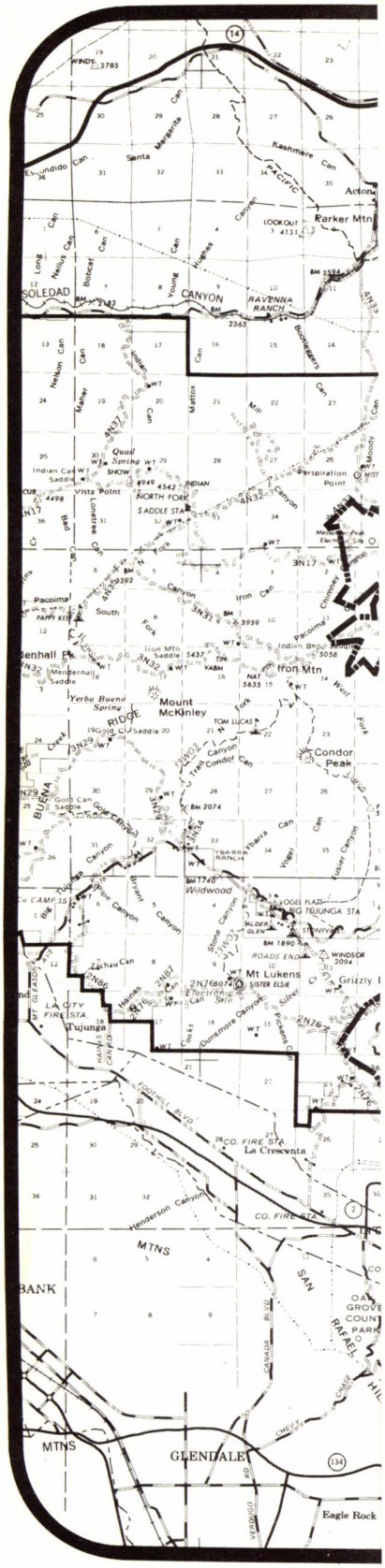
SAN GABRIEL WILDERNESS PERMIT REQUIRED BEFORE ENTRY

SAN GABRIEL RESERVOIR

SAN GABRIEL EXPERIMENTAL FOREST PERMIT REQUIRED BEFORE ENTRY

SAN BERNARDINO N.F. ADMINISTERED BY ANGELES N.F.

LOS ANGELES HIGH COUNTRY



BICYCLE PATHS MAP

BICYCLE PATHS

LEGEND

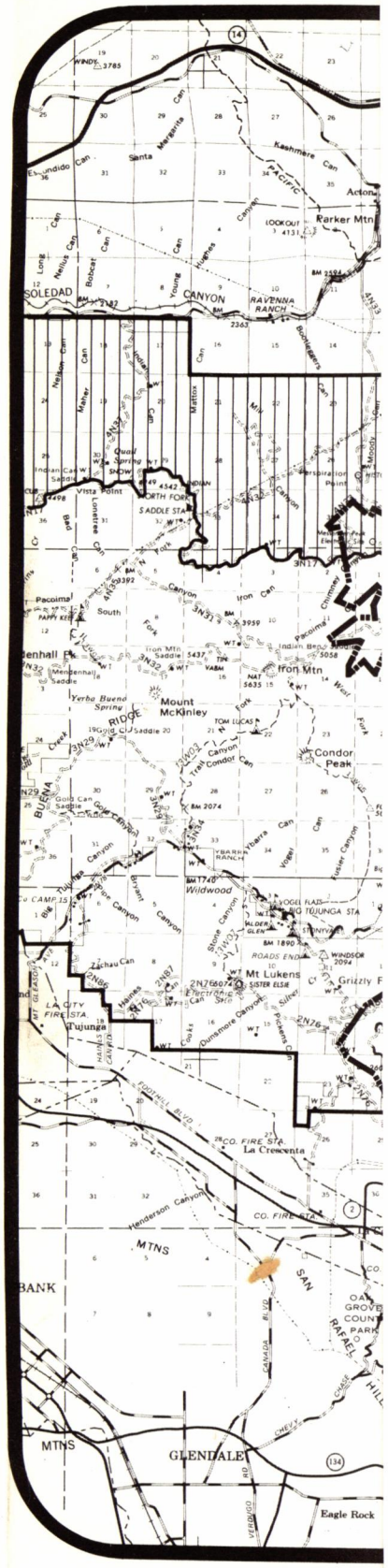
PROPOSED BICYCLE PATH

N

0 1/2 1 2 miles

HIGH COUNTRY TO

ANGELES H



ORV AREAS MAP

ORV AREAS

LEGEND

OPEN TO OFF ROAD VEHICLE TRAFFIC

0 1/2 1 2 miles

N

HIGH COUNTRY TRAIL

ANGELES

DATE DUE

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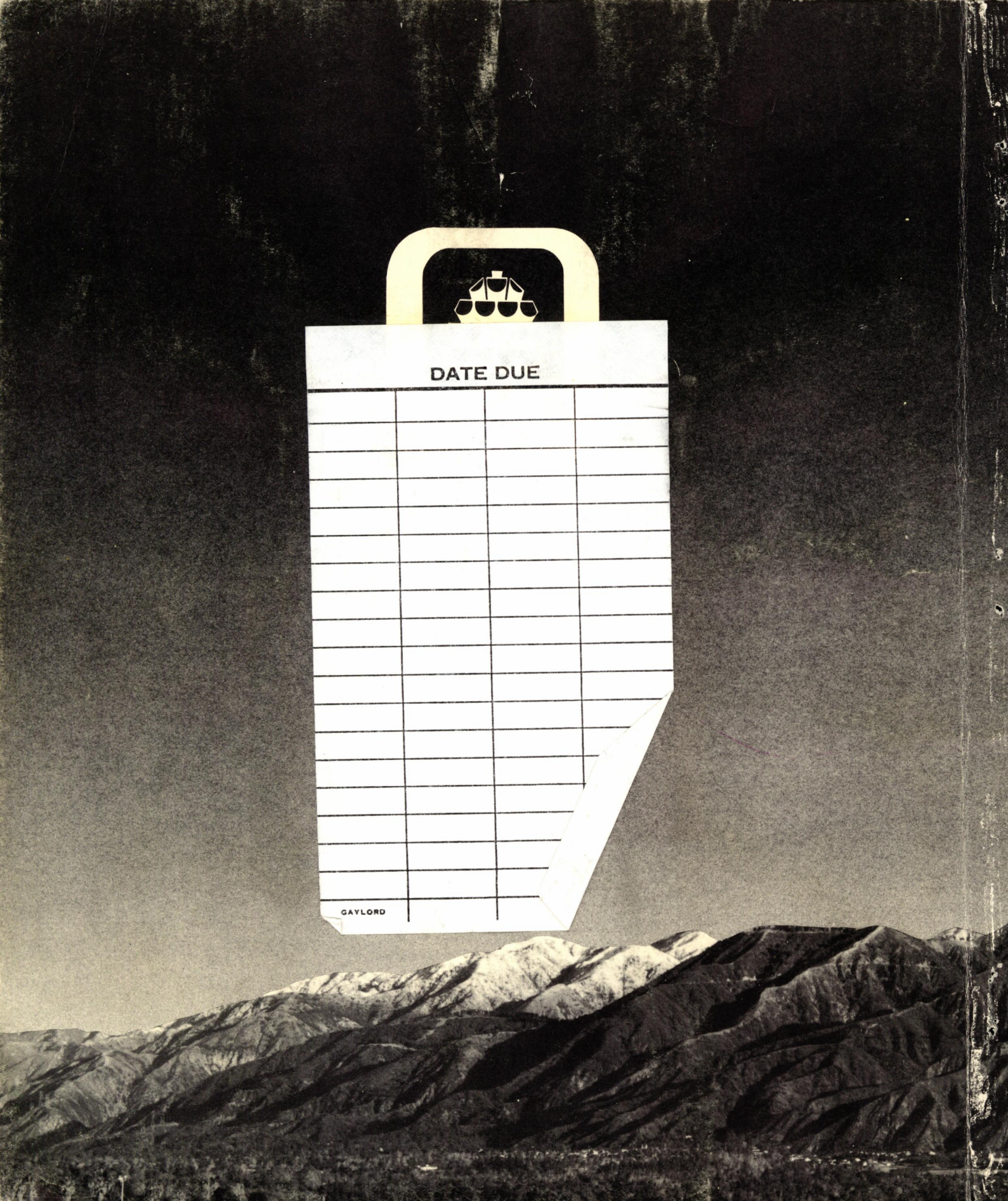
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